



Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Keith Millhouse, Ventura County

Transportation Commission

MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

PLEASE NOTE TIME

Thursday, August 1, 2013

10:00 a.m. – 12:00 p.m.

SCAG Main Office

818 W. 7th Street, 12th Floor

Policy Committee Room B

Los Angeles, CA 90017

(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at:

www.scag.ca.gov/committees/cehd.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Community, Economic, and Human Development Committee
August 2013

Members

Representing

Chair*	1. Hon. Margaret E. Finlay	Duarte	District 35
Vice Chair*	2. Hon. Bill Jahn	Big Bear Lake	District 11
	3. Hon. Sam Allevato	San Juan Capistrano	OCCOG
	4. Hon. James Butts, Jr.	Inglewood	SBCCOG
	5. Hon. Don Campbell	Brawley	ICTC
	6. Hon. Carol Chen	Cerritos	GCCOG
*	7. Hon. Steven Choi	Irvine	District 14
	8. Hon. Rose Espinoza	La Habra	OCCOG
	9. Hon. Debbie Franklin	Banning	WRCOG
	10. Hon. Chris Garcia	Cudahy	GCCOG
	11. Hon. Ron Garcia	Brea	OCCOG
*	12. Hon. James Gazeley	Lomita	District 39
	13. Hon. Joseph J. Gonzales	South El Monte	SGVCOG
	14. Hon. Julie Hackbarth-McIntyre	Barstow	SANBAG
	15. Hon. Tom Hansen	Paramount	GCCOG
*	16. Hon. Jon Harrison	Redlands	District 6
*	17. Hon. Steven Hofbauer	Palmdale	District 43
*	18. Hon. Paula Lantz	Pomona	District 38
	19. Hon. Charles Martin		Morongo Band of Mission Indians
*	20. Hon. Larry McCallon	Highland	District 7
*	21. Hon. Kathryn McCullough	Lake Forest	District 13
	22. Hon. Susan McSweeney	Westlake Village	LVMCOG
*	23. Hon. Carl Morehouse	Ventura	District 47
	24. Hon. Gene Murabito	Glendora	SGVCOG
	25. Hon. Ray Musser	Upland	SANBAG



Community, Economic, and Human Development Committee
August 2013

Members

Representing

* 26. Hon. John Nielsen	Tustin	District 17
27. Hon. Laura Olhasso	La Cañada/Flintridge	Arroyo Verdugo Cities
28. Hon. Edward Paget	Needles	SANBAG
29. Hon. John Palinkas	Pechanga Band of Luiseño Indians	Tribal Government Representative
30. Hon. R. Rex Parris	Lancaster	North Los Angeles County
31. Hon. Sonny R. Santa Ines	Bellflower	GCCOG
32. Hon. Becky Shevlin	Monrovia	SGVCOG
33. Hon. Michael Wilson	Indio	CVAG

*Regional Council Member

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA AUGUST 1, 2013

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Margaret E. Finlay, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

	<u>Time</u>	<u>Page No.</u>
<u>CONSENT CALENDAR</u>		

Approval Item

- | | | |
|---|------------|---|
| 1. <u>Minutes of the June 6, 2013 Meeting</u> | Attachment | 1 |
|---|------------|---|

INFORMATION ITEMS

- | | | | |
|--|------------|----------|-----|
| 2. <u>Sustainability Program Call for Proposals Update</u>
<i>(Hasan Ikhata, Executive Director)</i> | Attachment | 5 mins. | 6 |
| 3. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Growth Forecast Development: Information from Panel of Experts Meeting and Range of Regional Growth Projections</u>
<i>(Steve Levy, Director and Senior Economist, Center for Continuing Study of the California Economy - CCSCE)</i> | Attachment | 45 mins. | 16 |
| 4. <u>Land Use Updates and SCAG Map Book Productions for the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</u>
<i>(Jung Seo, SCAG Staff)</i> | Attachment | 15 mins. | 68 |
| 5. <u>Strategic Growth Council (SGC) Sustainable Communities Planning Grant Guidelines Update</u>
<i>(Ping Chang, SCAG Staff)</i> | Attachment | 15 mins. | 105 |

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA AUGUST 1, 2013

INFORMATION ITEMS - continued

	<u>Time</u>	<u>Page No.</u>
6. <u>Subregional Plug-in Electric Vehicle Deployment Plans and Atlases</u> (Marco Anderson, SCAG Staff)	Attachment 15 mins.	109

CHAIR'S REPORT

(Hon. Margaret E. Finlay, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next meeting of the Community, Economic and Human Development (CEHD) Committee is scheduled for Thursday, September 12, 2013, at the SCAG Los Angeles Office.

**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**June 6, 2013
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Don Campbell, Brawley	ICTC
Hon. Carol Chen, Cerritos	GCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Margaret Finlay, Duarte (Chair)	District 35
Hon. Debbie Franklin, Banning	WRCOG
Hon. Ron Garcia, Brea	OCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Joseph Gonzales, South El Monte	SGVCOG
Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Jon Harrison, Redlands	District 6
Hon. Steve Hofbauer, Palmdale	District 43
Hon. Bill Jahn, Big Bear Lake (Vice-Chair)	District 11
Hon. Paula Lantz, Pomona	District 38
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Larry McCallon, Highland	District 7
Hon. Kathryn McCullough, Lake Forest	District 13
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ray Musser, Upland	SANBAG
Hon. Ed Paget, Needles	SANBAG
Hon. Ed Reyes, Los Angeles	District 48
Hon. Deborah Robertson, Rialto	District 8
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Tri Ta, Westminster	District 20

Members Not Present

Hon. Sam Allevato, City of San Juan Capistrano	OCCOG
Hon. James Butts, Inglewood	SBCCOG
Hon. Chris Garcia, Cudahy	GCCOG
Hon. Gene Murabito, Glendora	SGVCOG
Hon. Laura Olhasso, La Canada-Flintridge	Arroyo Verdugo COG

Members Not Present (Cont'd)

Hon. Julie Hackbarth-McIntyre, Barstow
Hon. Susan McSweeney, Westlake Village
Hon. John Nielsen, Tustin
Hon. John Palinkas
Hon. Rex Parris, Lancaster
Hon. Jan Perry, Los Angeles
Hon. Michael Wilson, Indio

SANBAG
LVMCOG
District 17
Pechanga Band of Luiseno Indians
North Los Angeles County
District 56
CVAG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Margaret Finlay, Chair, called the meeting to order at approximately 10:00 AM. Hon. Joseph Gonzales led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the April 4, 2013 Meeting

A MOTION was made (McCallon) to approve the Consent Calendar. The MOTION was SECONDED (Gazeley) and APPROVED by a majority vote. There were three abstentions (Morehouse, Paget, and Ta).

ACTION ITEM

2. Bottom-up Local Input Process for 2016-2040 RTP/SCS and Growth Forecast Development

Huasha Liu, Director of Land Use and Environmental Planning, noted that based upon lessons learned from the 2012-2035 RTP/SCS input process, staff has recognized the importance of having the local jurisdictions designate a spokesperson to provide approval on growth forecast and land use data to be submitted for the 2016-2040 RTP/SCS. Ms. Liu further stated that staff had originally asked that the data be submitted by utilizing the Data Verification and Approval Form, included in the agenda report. However, after discussion with Ms. Gwen Norton-Perry, Executive Director of the Orange County Council of Governments (OCCOG), staff recognizes that jurisdictions may prefer to use a different method for data submittal. Ms. Norton-Perry requested that clarification be included as revised language in the action item. Ms. Liu stated that whatever method of submittal is used, it must include the signature of the designated spokesperson.

Staff recommended that the action forwarded to the Regional Council for approval is that local jurisdictions may choose, as an option, to adopt a resolution designating a position to present the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. It was noted that a sample resolution was provided as an attachment to the staff report. Ms. Liu further stated that other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

Based upon Ms. Liu's report, a MOTION was made (McCallon) to recommend:

- (1) Regional Council's approval that jurisdictions' City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its members) or their respective designee, provide approval on growth forecast and land use data to SCAG. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional Data Verification and Approval Form included as Attachment 1 of the staff report. If another method of information transmittal is utilized, it should include the signature of the official designee; and
- (2) While optional, local jurisdictions may also choose to adopt a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. A sample of the optional resolution is provided as Attachment 2 of the staff report. Other options for designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

The MOTION was SECONDED (McCullough) and UNANIMOUSLY APPROVED.

INFORMATION ITEMS

3. Department of Finance (DOF) New Population Estimates and Implications for the 2012-2035 RTP/SCS Growth Forecast
Simon Choi, Chief of Research and Forecasting, provided an overview of population trends using DOF's new population estimates released on May 1, 2013 and the implications for the 2012-2035 RTP/SCS growth forecast.
4. Sustainability Program Call for Proposals Update
Peter Brandenburg, Senior Regional Planner, reported that the 2013 Sustainability Program consolidated Call-for-Proposals was released on April 4, 2013, with an application deadline of May 31, 2013. Mr. Brandenburg stated that the Sustainability Program builds on the success of the Compass Blueprint effort to provide services for communities and partners with two (2) new components: Active Transportation and the Green Region Initiative. Mr. Brandenburg further stated that the next step is to evaluate and rank the applications based on the criteria approved by the Regional Council on April 4, 2013 and present it to the Policy Committees and Regional Council on August 1, 2013.
5. Notice of Funding Availability (NOFA) for the Infill Infrastructure Grant (IIG) Program and the Transit-Oriented Development (TOD) Housing Program from the California Department of Housing and Community Development (HCD)
Ma'Ayn Johnson, Senior Regional Planner, stated that HCD is planning to release final Notices of Funding Availability (NOFA) for the third round of the IIG and TOD Housing Programs. The IIG program has been appropriated \$70 M and the TOD program has been appropriated \$60 M. Ms. Johnson further stated that the purpose of the IIG and TOD Housing Programs is to encourage the development of feasible infill housing in current market conditions. Applications will be scored based on a variety of factors, such as location and need, and will be due July 31, 2013 with funds to be awarded in October 2013.

Ms. Johnson noted that all of the grant program information, including guidelines and applications are available on HCD's website at www.hcd.ca.gov.

6. Input Received From County Transportation Commissions (CTCs) on their Open Space Conservation Activities

Christine Fernandez, Senior Regional Planner, stated that as part of the 2012-2035 RTP/SCS, SCAG made a commitment to investigate further an open space conservation planning process. Ms. Fernandez further stated that as a first step, SCAG staff surveyed the six (6) SCAG-region CTCs to explore the need for a region-wide open space conservation plan. It was determined that the commissions have a widely different approach to open space mitigation; however, all the commissions agreed that creating a regional repository of open space data and maps would be beneficial and a good resource for their own planning efforts. Ms. Fernandez stated that SCAG's next steps will be to engage the local jurisdictions during the local input process to gain more information and to better understand the requirements of the local jurisdictions.

CHAIR'S REPORT

There was no report provided.

STAFF REPORT

There was no report provided.

FUTURE AGENDA ITEMS

Hon. Kathryn McCullough requested that mobile home issues be included as a future agenda item.

ANNOUNCEMENTS

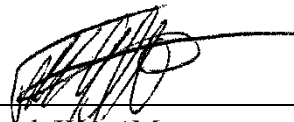
Hon. Carl Morehouse announced that Hon. Keith Millhouse, Councilmember, representing the City of Moorpark, is in the hospital recovering from leg surgery. Hon. Morehouse circulated a get-well card for the members to sign.

The Chair announced that this was Hon. Ed Reyes' last meeting with CEHD and thanked him for his service and dedication to the Committee.

ADJOURNMENT

The Chair adjourned the meeting at approximately 11:00 AM.

Minutes Approved By:



Frank Wen, Manager
Research & Analysis

Community, Economic & Human Development Committee Attendance Report


2013

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended				= No Meeting NM = New Member EA = Excused Absence							
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Butts, James	SBCCOG		X																
Campbell, Don*	ICTC	X						X	X	X	X		X						
Chen, Carol	Gateway Cities		X						X	X	X		X						
Choi, Steven	City of Irvine (District 14)			X				NM	X	X	X		X						
Espinoza, Rose	OCCOG			X						NM	X		X						
Finlay, Margaret* (Chair)	Duarte (District 35)		X					X	X	X	X		X						
Franklin, Debbie	WRCOG				X				NM	X	X		X						
Garcia, Ron	OCCOG			X					X	X	X		X						
Gazeley, James*	Lomita (District 39)		X					X	X	X	X		X						
Gonzales, Joseph J.	SGVCOG		X					X	X	X	X		X						
Hansen, Tom	Gateway Cities									NM	X		X						
Hamison, Jon	District 6					X				X			X						
Hofbauer, Steve	Palmdale (District 43)		X					X		X	X		X						
Jahn, Bill* (Vice-Chair)	SANBAG (District 11)					X		X	X	X	X		X						
Lantz, Paula*	Pomona (District 38)		X					X	X	X	X		X						
Martin, Charles	Morongo Indians				X								X						
McCallon, Larry*	Highland (District 7)					X			X	X	X		X						
McCullough, Kathryn*	OCCOG			X				X	X	X	EA		X						
Hackbarth-McIntyre, Julie	SANBAG																		
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Minisch, John A.	WSCCOG		X																
Morehouse, Carl*	VCOG (District 47)						X	X	X	X			X						
Murabito, Gene*	SGVCOG		X							X									
Musser, Ray	SANBAG					X							X						
Nielsen, John*	Tustin (District 17)			X															
Olhasso, Laura	Arroyo Verdugo		X							X									
Paget, Ed	SANBAG					X							NM						
Palinkas, John	Pechanga Indians				X														
Parris, Rex	North L.A. County Subregion		X																
Perry, Jan	Los Angeles		X																
Reyes, Ed*	Los Angeles		X								X		X						
Robertson, Deborah*	Rialto (District 8)					X		X	X	X	X		X						
Santa Ines, Sonny	GCCOG		X					NM		X	X		X						
Shevlin, Becky	SGVCOG		X					X	X	X	X		X						
Ta, Tni*	District 20			X									NM						
Wilson, Michael	CVAG	X							X										
Regional Council Member*																			

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DATE: August 1, 2013

TO: Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director,  Ikhata@scag.ca.gov; 213.236.1944

SUBJECT: Sustainability Program Call For Proposals Update

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

The 2013 Sustainability Program consolidated Call for Proposals was released on April 4, 2013 to the cities and counties, with an application deadline of May 31, 2013. The Sustainability Program builds on the success of the Compass Blueprint effort to provide services for communities and partners with two (2) new components: Active Transportation and the Green Region Initiative. As reported to the Policy Committees and Regional Council at the June 6, 2013 meetings, SCAG received a total of seventy-six (76) proposals, with total funding requests slightly exceeding \$10 million.

A review committee has completed a ranking of proposals. Staff is recommending funding of all eligible project applications in three (3) phases over the 2014 and 2015 fiscal years, allowing time to process the grants and develop additional funding for applications in phases 2 and 3. Staff will return to the September Regional Council meeting for action.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On April 4, 2013, the Regional Council approved ranking criteria for the Sustainability Program consolidated Call for Proposals. The Call for Proposal was released later that day with a proposal deadline of May 31, 2013. Seventy-six (76) proposals were received seeking just over \$10 million. A review committee comprised of SCAG staff and Terry Roberts of the California Air Resources Board, has now ranked all of the proposals in accordance with the selection criteria. All eligible projects are recommended for funding and divided into three (3) phases in order to accommodate available funding, pending funding and administrative processing of 73 of 76 grants (3 of 76 applications are from non-SCAG members. Should their status change, staff will return with a funding recommendation). The attached matrix shows the ranking for each grant application, along with other relevant information for the three (3) phases.

SCAG is actively pursuing Phases 2 and 3 funding in order to accelerate the grants and implement the approved 2012-2035 Sustainable Communities Strategy (SCS). Potential funding sources include, but are not limited to, future planning grants from the California Strategic Growth Council; Cap-and-Trade revenues; Environmental Protection Agency grants; California Energy Commission; U.S. Department of

REPORT

Energy; California Air Resources Board, and South Coast Air Quality Management District grants.

FISCAL IMPACT:

Funding for the selected projects resulting from the Sustainability Program's Call for Proposals is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget which includes grant funds from federal, state and local sources. Staff's work for the current fiscal year is included in FY 2013-14 OWP 225.SCG01641E.01 and 065.SCG00137.01.

ATTACHMENT:

SCAG Sustainability Program Proposal Review Matrix

SCAG Sustainability Program - Proposal Review

Total Proposals Received:

76

Total Amount Requested:

\$10,024,300

25-Jul-13

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Active Mobility Element - Public health; Active transportation; Livability; Open space - <i>[Improve public health; reduce VMT]</i>	\$90,000	\$400,000	CB	SBD	SANBAG		\$90,000
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability - <i>[Reduce GHG; improve transit mode share; improve economic development]</i>	\$195,000		CB	LA	CLA	Y	\$285,000
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures - <i>[Improve public health; improve safety; reduce GHG]</i>	\$43,000		AT	LA	CLA	Y	\$328,000
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability - <i>[Improve public health; increase physical activity; reduce GHG]</i>	\$70,000		GRI	RIV	WRCOG	Y	\$398,000
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability - <i>[Improve safety; reduce GHG; improve transit mode share; improve public health]</i>	\$151,000		AT	OC	OCCOG	Y	\$549,000
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation - <i>[Reduce GHG; improve public health]</i>	\$50,000	\$50,000	GRI	SBD	SANBAG	Y	\$599,000
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development - <i>[Reduce GHG; improve public health; improve economic development]</i>	\$150,000		GRI	RIV	WRCOG	Y	\$749,000
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$180,000		AT	OC	OCCOG		\$929,000
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan Active transportation; Public health; Adaptive re-use - <i>[Improve public health; increase physical activity; increase accessibility to destinations; improve safety; reduce GHG]</i>	\$40,000	\$3,000	AT	VEN	VCOG	Y	\$969,000

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$14,000	\$3,900	AT	IMP	ICTC		\$983,000
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD - <i>[Reduce GHG; improve transit mode share; improve safety; increase accessibility to destinations; increase physical activity]</i>	\$175,000		CB	SBD	SANBAG		\$1,158,000
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$185,000		AT	LA	LVMCOG		\$1,343,000
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$80,000		AT	RIV	WRCOG		\$1,423,000
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG; improve transit mode share]</i>	\$200,000		CB	LA	SGVCOG		\$1,623,000
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$150,000		GRI	OC	OCCOG		\$1,773,000
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction - <i>[Improve public health; increase physical activity; improve safety; increase accessibility to destinations; reduce GHG]</i>	\$140,000		AT	LA	GCCOG		\$1,913,000
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$170,000		AT	OC	OCCOG		\$2,083,000
	Subtotal Phase 1		\$2,083,000						

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$112,300	\$10,600	AT	OC	OCCOG	Y	\$2,195,300
19	Beaumont	Climate Action Plan - GHG reduction - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$200,000	\$104,100	GRI	RIV	WRCOG		\$2,395,300
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$85,000		GRI	RIV	CVAG	Y	\$2,480,300
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space - <i>[Increase open space/conservation; reduce GHG; improve safety; increase physical activity; improve public health]</i>	\$198,000	\$30,000	AT	SBD	SANBAG		\$2,678,300
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$160,000		CB	RIV	WRCOG	Y	\$2,838,300
23	Anaheim	Bicycle Master Plan Update - Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000	\$94,120	AT	OC	OCCOG	Y	\$3,038,300
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$200,000		CB	SBD	SANBAG	Y	\$3,238,300
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction - <i>[Improve public health; increase physical activity; reduce GHG]</i>	\$101,000		AT	RIV	CVAG		\$3,339,300
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction - <i>[Reduce GHG; improve transit mode share; improve safety; improve community engagement]</i>	\$25,000	\$30,000	AT	SBD	SANBAG	Y	\$3,364,300
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$125,000		GRI	SBD	SANBAG	Y	\$3,489,300
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill - <i>[Reduce GHG; improve transit mode share; improve community engagement; improve economic development]</i>	\$60,000		CB	RIV	CVAG	Y	\$3,549,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; cost-effective - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$40,000		AT	LA	SBCCOG		\$3,589,300
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction - <i>[Improve public health; increase accessibility to destinations; increase physical activity; improve safety; reduce GHG]</i>	\$70,000		AT	LA	SBCCOG		\$3,659,300
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000	\$15,100	AT	SBD	SANBAG	Y	\$3,859,300
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$50,000	\$19,100	GRI	OC	OCCOG		\$3,909,300
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$25,000	\$9,500	GRI	LA	SBCCOG		\$3,934,300
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection - <i>[Reduce GHG; increase physical activity; improve community engagement]</i>	\$80,000		GRI	RIV	CVAG	Y	\$4,014,300
	Subtotal Phase 2		\$1,931,300						
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$200,000	\$56,000	CB	OC	OCCOG		\$4,214,300
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$50,000	\$50,000	AT	RIV	WRCOG	Y	\$4,264,300
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$170,000		GRI	RIV	WRCOG	Y	\$4,434,300
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$100,000		GRI	LA	GCCOG		\$4,534,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning - <i>[Improve economic development; reduce GHG]</i>	\$100,000	\$20,000	CB/AT	LA	NLA		\$4,634,300
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open space; Resource protection - <i>[Increase open space and habitat conservation; increase physical activity; improve public health]</i>	\$50,000		GRI	LA	GCCOG	Y	\$4,684,300
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$175,000		CB	RIV	CVAG	Y	\$4,859,300
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000		CB	LA	SFVCOG	Y	\$5,059,300
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$165,000	\$30,000	CB	LA	BCCOG/CL	Y	\$5,224,300
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$150,000		AT	RIV	WRCOG	Y	\$5,374,300
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000		CB	LA	CLA	Y	\$5,574,300
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability - <i>[Reduce GHG; improve economic development; improve community engagement]</i>	\$175,000		GRI	LA	SFVCOG		\$5,749,300
47	San Dimas	Downtown Specific Plan - Mixed use; Infill - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$86,000		CB	LA	SGVCOG		\$5,835,300
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining - <i>[Reduce GHG; improve project delivery]</i>	\$150,000		CB	LA	CLA	Y	\$5,985,300
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation - <i>[Increase open space/conservation; improve community engagement; increase physical activity]</i>	\$150,000		GRI	LA	GCCOG		\$6,135,300
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - Public outreach; Neighborhood design - <i>[Reduce GHG; improve safety; improve community engagement]</i>	\$25,000		CB	LA	SBCCOG	Y	\$6,160,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$40,000	\$40,000	AT	SBD	SANBAG	Y	\$6,200,300
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill - <i>[Reduce GHG; improve economic development; improve community engagement]</i>	\$200,000		CB	LA	SFVCOG	Y	\$6,400,300
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation - <i>[Increase open space/conservation; improve community engagement; increase physical activity]</i>	\$50,000	\$40,000	GRI	SBD	SANBAG	Y	\$6,450,300
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$150,000		GRI	SBD	SANBAG		\$6,600,300
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$175,000		AT	LA	SGVCOG		\$6,775,300
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$400,000		CB	LA	GCCOG	Y	\$7,175,300
57	Bell – Pending SCAG membership*	Bicycle and Pedestrian Master Plan - Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$130,000		AT	LA	GCCOG		\$7,305,300
58	Lancaster	Complete Streets Master Plan - Active transportation - <i>[Reduce GHG; improve transit mode share; increase physical activity]</i>	\$125,000		AT	LA	NLA	Y	\$7,430,300
59	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$150,000		CB	SBD	SANBAG		\$7,580,300
60	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan - <i>[Reduce GHG; increase economic development; improve community engagement]</i>	\$150,000		CB	LA	SFVCOG	Y	\$7,730,300
61	Seal Beach	Climate Action Plan - Climate Action Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$150,000	\$20,500	GRI	OC	OCCOG		\$7,880,300
62	Bell – Pending SCAG membership*	General Plan Update - General Plan Update; Community outreach - <i>[Reduce GHG; improve community engagement]</i>	\$200,000		CB	LA	GCCOG		\$8,080,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
63	La Mirada	Industrial Area Specific Plan - Land Use Design - <i>[Reduce GHG; improve community engagement]</i>	\$135,000	\$60,000	CB	LA	GCCOG	Y	\$8,215,300
64	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan - <i>[Reduce GHG; increase economic development; improve community engagement]</i>	\$200,000	\$50,000	CB	RIV	WRCOG		\$8,415,300
65	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000		CB	LA	CLA	Y	\$8,615,300
66	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$125,000		AT	RIV	CVAG	Y	\$8,740,300
67	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan - <i>[Reduce GHG; improve community engagement]</i>	\$50,000		GRI	RIV	CVAG	Y	\$8,790,300
68	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets - <i>[Reduce GHG; improve community engagement]</i>	\$200,000	\$1,250,000	CB	OC	OCCOG		\$8,990,300
69	La Canada Flintridge	Climate Action Plan - Climate Action Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$75,000		GRI	LA	SGVCOG		\$9,065,300
70	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle - <i>[Reduce GHG; improve safety]</i>	\$89,000		GRI	OC	OCCOG		\$9,154,300
71	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$175,000		GRI	LA	SGVCOG		\$9,329,300
72	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$20,000	\$5,000	AT	SBD	SANBAG	Y	\$9,349,300
73	Dana Point	General Plan Update - General Plan Update - <i>[Reduce GHG; improve community engagement]</i>	\$125,000	\$135,000	CB	OC	OCCOG	Y	\$9,474,300
74	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill - <i>[Reduce GHG; increase physical activity; improve community engagement]</i>	\$200,000		AT	OC	OCCOG		\$9,674,300
75	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design - <i>[Reduce GHG; improve community engagement]</i>	\$175,000		CB	SBD	SANBAG		\$9,849,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
	Subtotal Phase 3		\$5,835,000						
	Below are non SCAG Member applicants*								
76	Omnitrans - Not eligible for becoming a SCAG member*	Route 61 Corridor Station Area Planning - Corridor Planning - <i>[Improve transit mode share]</i>	\$175,000		CB	SBD	SANBAG		\$10,024,300
	Bell	See above #57 and #62							

* Non-member organizations not eligible for funding per Sustainability Program guidelines

Grand Total \$10,024,300

DATE: August 1, 2013

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Simon Choi, Chief of Research & Forecasting, 213-236-1849, choi@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Growth Forecast Development: Information from Panel of Experts Meeting and Range of
Regional Growth Projections

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

Steve Levy, Director of the Center for Continuing Study of the California Economy will provide a status report on the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) growth forecast development, specifically, information regarding the recent panel of experts meeting and a range of growth projections.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

Staff held the 2013 SCAG panel of demographic and economic experts meeting on June 27, 2013 to review SCAG's methodology and assumptions for its population, household, and employment growth forecast for the 2016-2040 RTP/SCS. Twenty (20) academic scholars and leading practitioners were invited to participate on the panel. The panel of experts reviewed demographic and economic trends in the national and regional growth context, discussed the key assumptions underlying the regional and county growth forecast, and provided responses to survey questions on major assumptions. At today's CEHD meeting, Steve Levy will present regional growth projections along with a summary of the 2013 panel of experts meeting to discuss the regional growth forecast methodology and assumptions for the 2016-2040 RTP/SCS growth forecast. Staff plans to review findings with the Technical Working Group (TWG).

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 under 055.SCG00133.05: Regional Growth and Policy Analysis.

ATTACHMENT:

Memo on the Proposed Forecast Range and Review of Panel Survey

CENTER FOR CONTINUING STUDY OF THE CALIFORNIA ECONOMY

575 MIDDLEFIELD ROAD SUITE 110 • PALO ALTO • CALIFORNIA • 94301

TELEPHONE: (650) 321-8550

FAX: (650) 321-5451

www.ccsce.com

DATE: July 16, 2013

TO: Frank Wen and Simon Choi

FROM: Stephen Levy

SUBJECT: Proposed Forecast Range and Review of Panel Survey

This memo describes the assumptions used to develop a high and low set of job projections for the nation, state and SCAG region. The middle projection set developed by CCSCE is the one that was shown to and discussed with the expert panel on June 27. This middle projection set will be used to obtain local input after which additional analysis will be conducted to determine final regional and local area forecast totals.

U.S. Population and Jobs

Based on the panel survey responses, 350,000 people per year were added to the U.S. population projection in the high alternative starting in 2015.

Seven panel members responded to the immigration question and nine did not. Of the panel members who responded the median response was that immigration levels would be 350,000 per year above what was included in the baseline projection set.

No panel member mentioned having a lower population than was assumed in the middle forecast. So I did not develop a different low projection for the United States.

This assumption raises the projected U.S. population by 1.8 million in 2020, by 7 million in 2035 and by 8.8 million in 2040.

For the high U.S. job projection, the same ratio of jobs to population as in the baseline U.S. forecast was maintained. It is likely, given the proposed immigration reform, that the result would be a slight increase in the ratio of jobs to population as the immigration reform will have an above-average percentage of active workers.

Job levels would be 900,000 (0.5%) higher in 2020, 3.5 million (1.8%) higher in 2035 and 4.2 million (2.2%) higher in 2040 compared to the middle alternative.

Unemployment and Labor Force Participation Rates

Fifteen of the 16 panel members agreed that older workers will retire later in the next 20-30 years. Based on this response, it is proposed to continue using the U.S. labor force participation rates used in the middle forecast panel for all alternatives.

Thirteen panel members agreed that the nation would be at full employment during the forecast period while two did not agree and 1 did not respond.

Based on this response, the same unemployment rate assumption was used for all national alternatives.

California Job Forecast

The panel was asked to select a share range for the state share of U.S. jobs in each time period.

For 2020 the results were

11-11.5 % 12 votes
11.5-12% 2 votes
No response 2 votes

For 2035

11-11.5% 7 votes
11.5-12% 6 votes
10.5-11% 1 vote
No response 2 votes

For 2040

Every panel member voted the same as for 2035.

These responses are consistent with the forecast shown to the panel for 2020 and, on balance, slightly lower than the forecast for 2035 and 2040. However, the panel members who regularly produce long-term forecasts selected 11.5-12% as their forecast share range for 2035 and 2040.

A high CA job forecast was developed by raising the CA share of U.S. from 11.39% to 11.44% in 2020, from 11.62% to 11.72% in 2035 and from 11.72% to 11.84% in 2040. These are all within the high range selected by nearly half the

panel members and reflect a stronger continuation of 2012-2020 share gains than assumed in the middle alternative where the 2012-20 share gains were reduced by 50%.

The new high alternative has approximately 180,000 (1.0%) more jobs in 2020, 575,000 (2.7%) more jobs in 2035 and 720,000 (3.3%) more jobs in 2040 for the state compared to the middle forecast. Part of the increase is the result of a higher national forecast and part the result of a higher CA/US share.

A CA low range was not developed because, as explained below, a low SCAG forecast was based directly on the responses by the panel that the region would grow as fast as or slightly faster than the nation. For the SCAG low, it is assumed that the region would grow at the national job growth rate starting in 2013.

SCAG Job Forecast

The low job forecast for SCAG was based on the assumption that the SCAG/U.S. job share for 2012 would remain constant to 2040. Thus, the region would grow at the same rate as the nation.

The results are that SCAG region job levels would be approximately 110,000 (1.3%) lower in 2020, 230,000 (2.3%) lower in 2035 and 280,000 (2.8%) lower in 2040 compared to the middle forecast.

Panel members were asked about the SCAG/CA job share for each target year. The responses were

2020

43-44% 1 vote
44-45% 6 votes
45-46% 7 votes
No response 2 votes

2035

43-44% 2 votes
44-45% 6 votes
45-46% 6 votes
No response 2 votes

2040

Every panel member voted the same except for one panelist who voted for 41-42%.

Since the middle forecast assumption was for a 45.2% share in 2035 and a 45.0% share in 2040, the panel responses are consistent with the middle forecast.

A high SCAG/CA share forecast was created by 1) assuming that jobs in the region would match the state job growth rate to 2020 and 2) would then decline by the same amount assumed in the middle forecast to 2035 and 2040. Since the 2020 shares in the high alternative would be higher than in the middle forecast, the 2035 and 2040 shares would be higher by the same amount.

The high SCAG job forecast is approximately 140,000 (1.7%) higher in 2020, 330,000 (3.5%) higher in 2035 and 400,000 (4.0%) higher in 2040 compared to the middle forecast.

The job forecast range for 2020 is from 8.5 million to 8.7 million, from 9.4 to 10.0 million for 2035 and from 9.7 to 10.4 million for 2040.

SCAG Region Demographic Model Assumptions

Generally the panel members supported the staff's assumptions.

This was true for fertility in question 7, life expectancy in question 8, labor force participation rates in question 10, and convergence of Asian and Hispanic headship rates in question 12. The staff assumptions were supported by large margins.

In regard to question 9 about assuming international migration into the region of 95,000 per year, the panel voted 6 no, 5 yes and 5 no answer. But one of the yes voters noted that there would be higher immigration if national immigration reform passed.

The recommendation is to raise the international immigration assumption and also raise the share that is Asian. This will have the effect of lowering domestic migration and raising the Asian share of the population, both of which I think are reasonable assumptions. There will be little, if any, change in total regional population.

For question 11, the panel responses are hard to assess. **The recommendation is to look at recent ACS headship rates by age and ethnic group and, based on those findings, make a final determination about headship rate forecasts and trends.**

Question 13 asked about the unemployment rate for the SCAG region. The historical trend, shown in the background memo, is that the regional rate is close to the state rate while county rates vary widely throughout the region.

The responses to question 13 were

2020

5-6% 4 votes

6-7% 7 votes

7-8% 3 votes

No response 2 votes

2035

5-6% 6 votes

6-7% 7 votes

8-9% 1 vote

No response 2 votes

2040

Every panel member voted the same as for 2035.

The recommendation is that something in the 5.5-6.5% range is reasonable.

Question 14 asked about the county share assumptions.

There were five comments written on the survey forms and we can discuss when it is time to do the county level forecasts that will be shared for local input. The comments were

- To raise the OC share. Historically the OC political consensus sent to SCAG has been lower than what is actually going on.
- To lower the Inland Empire shares (Riverside was mentioned twice)
- To lower the Imperial shares (one voted to raise Imperial)

Policy Issues Related to the Growth Forecast

Panel members asked what policy assumptions were included in the forecast. They were told what has been reported at previous CEHD meetings. The forecast of job growth does depend on success in implementing the policies in the adopted 2012 RTP and associated plans. No formal analysis has been conducted to date on how the region's job growth would vary depending on policy implementation. At a general level, the region's competitiveness does depend on plan implementation toward

--improving the mobility of people and goods

--allowing the development of the required housing and commercial/industrial land uses

--maintaining or improving air quality

The region's competitiveness for job growth also depends on the success of the SCAG region relative to other regions in implementing transportation, housing, land use and environmental quality initiatives.

Panel members raised three specific concerns:

--they were concerned about educational progress for residents who currently have skill and language challenges in filling the region's future job needs

--they were concerned about whether permitting delays, housing financing arrangement, or opposition to growth would impair the ability of businesses and residents to find the necessary housing and land for new commercial/industrial development

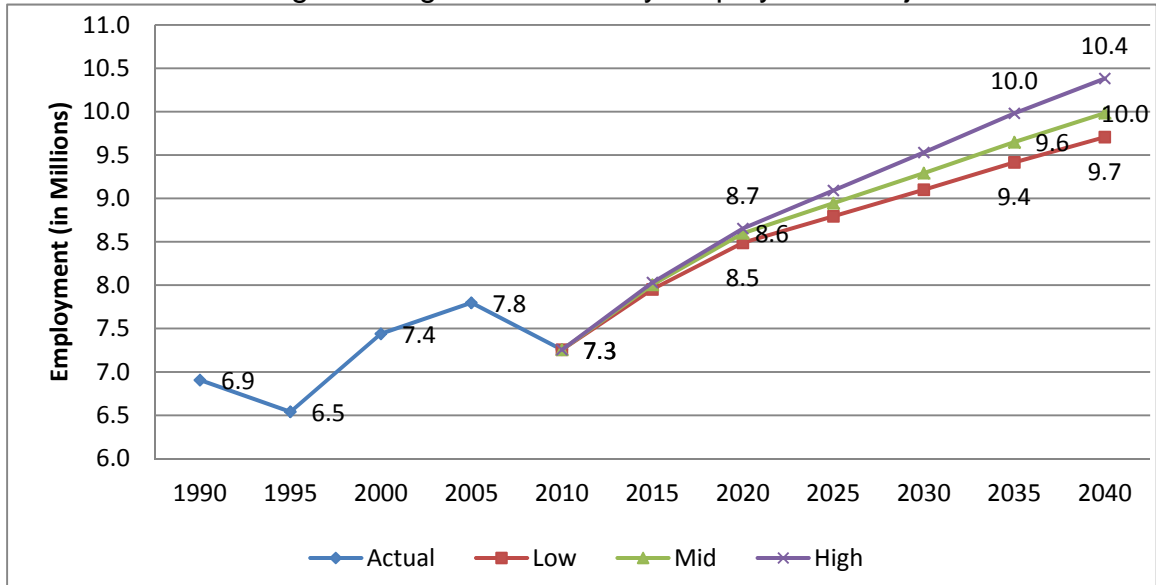
--they were concerned about the ability of the region to remain competitive for strong growth in foreign trade given activities regarding the Panama Canal and other Pacific Coast port expansions

Range of Population and Household Forecasts

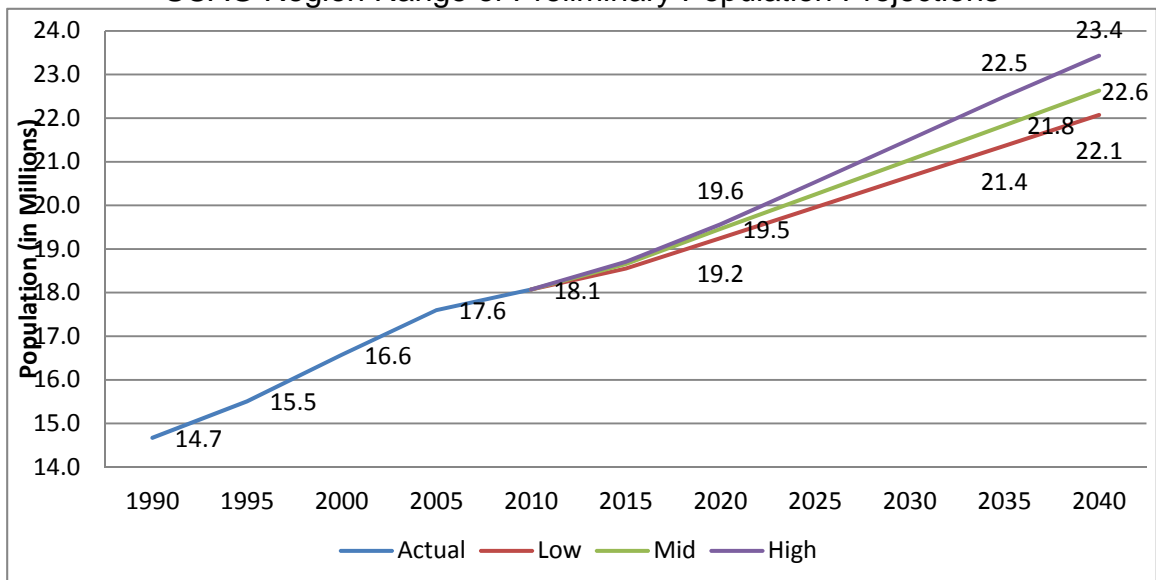
Based on the job forecast range, SCAG staff developed a range of population and household projections. The regional ranges for jobs, population and households are shown on the following pages.

SCAG Region Range of Preliminary Growth Projections

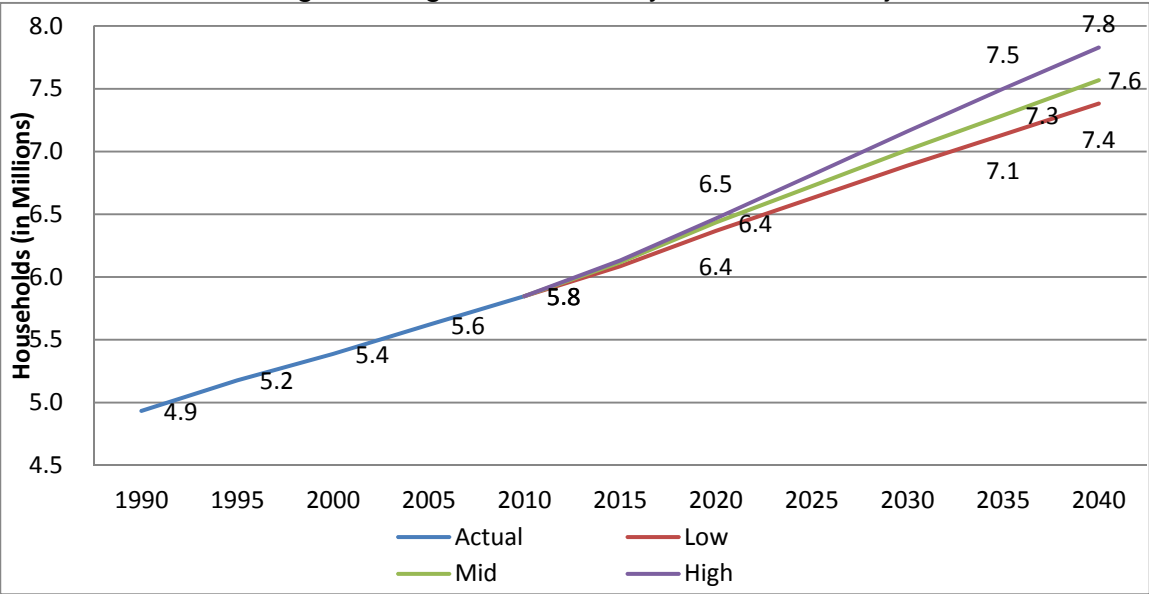
SCAG Region Range of Preliminary Employment Projections



SCAG Region Range of Preliminary Population Projections



SCAG Region Range of Preliminary Household Projections



2016-2040 RTP/SCS Growth Forecast Development: Information from Panel of Experts Meeting and Range of Regional Growth Projections

Stephen Levy, CCSCE and
Frank Wen, Simon Choi, SCAG

Community, Economic and Human Development (CEHD)
Committee, August 1, 2013



Process for Developing the Projection Range

- CCSCE job projections for the nation, state and region
- Survey of Other Forecasts
- Expert Panel Meeting and Survey
- Development of High and Low Forecasts
- Policy Issues and Panel Comments
- SCAG Regional Population and HH Forecasts

The Panel Will help

- Identify a reasonable range for assumptions
- Identify critical issues for developing the 2016-2040 RTP/SCS growth forecasts
- Then SCAG will
 - Develop a first set of growth forecasts
 - Identify small area implications, feedback
 - Develop final growth forecasts later as more information is available

Panel Members

Name	Affiliation
Irena Asmundson	California Department of Finance, Economic Research Unit
Michael Bracken	Development Management Group, Inc.
Deborah Diep	Cal State Fullerton, Center for Demographic Research
Viviane Doche-Boulos	DB Consulting
Bill Gayk	Riverside County
Dan Hamilton	California Lutheran University
John Husing	Economics & Politics
Robert Kleinhenz	Los Angeles Economic Development Corporation
Billy Leung	Regional Economic Models, Inc.
Steve Levy	Center for Continuing Study of the California Economy
Sue Lieu	South Coast Air Quality Management District
Wade Martin	Cal State Long Beach
Dowell Myers	University of Southern California
Jerry Nickelsburg	UCLA Anderson Forecast
Mark Schniepp	California Economic Forecast
Bill Schooling	California Department of Finance, Demographic Research Unit
Wallace Walrod	Orange County Business Council

Basis for Forecast Range

- Nation
 - CCSCE (the middle forecast alternative)
 - High based on increased immigration
- State
 - CCSCE nation, CA share of U.S
 - High based on increased CA share of U.S.

Basis for Forecast Range (cont'd)

- SCAG Region

- Low based on 2012 SCAG share of nation so region grows at same rate as nation

- CCSCE based on CCSCE nation and CA and CCSCE SCAG share of CA

- High

- High U.S.

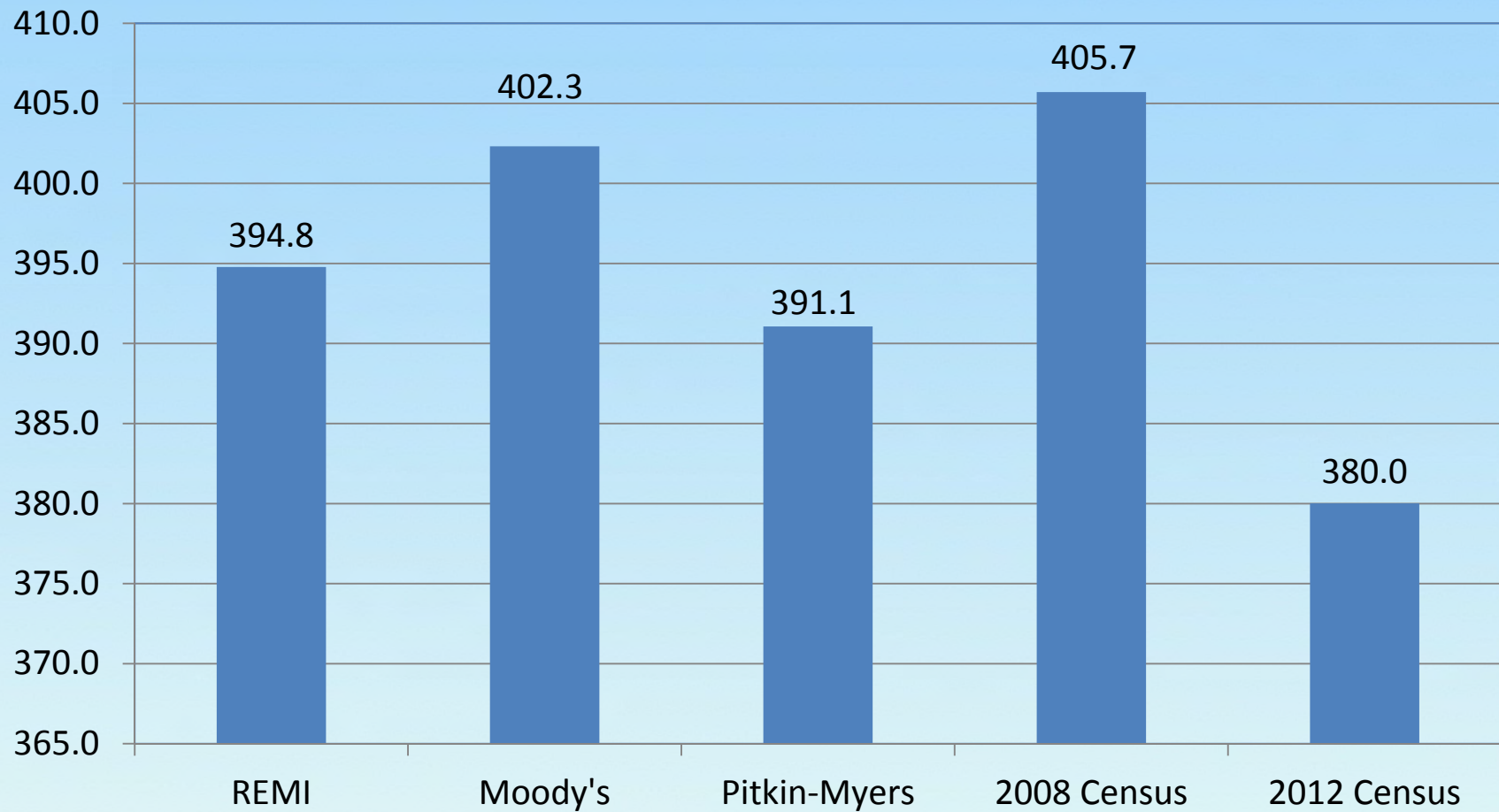
- High CA share of U.S.

- High SCAG share of CA

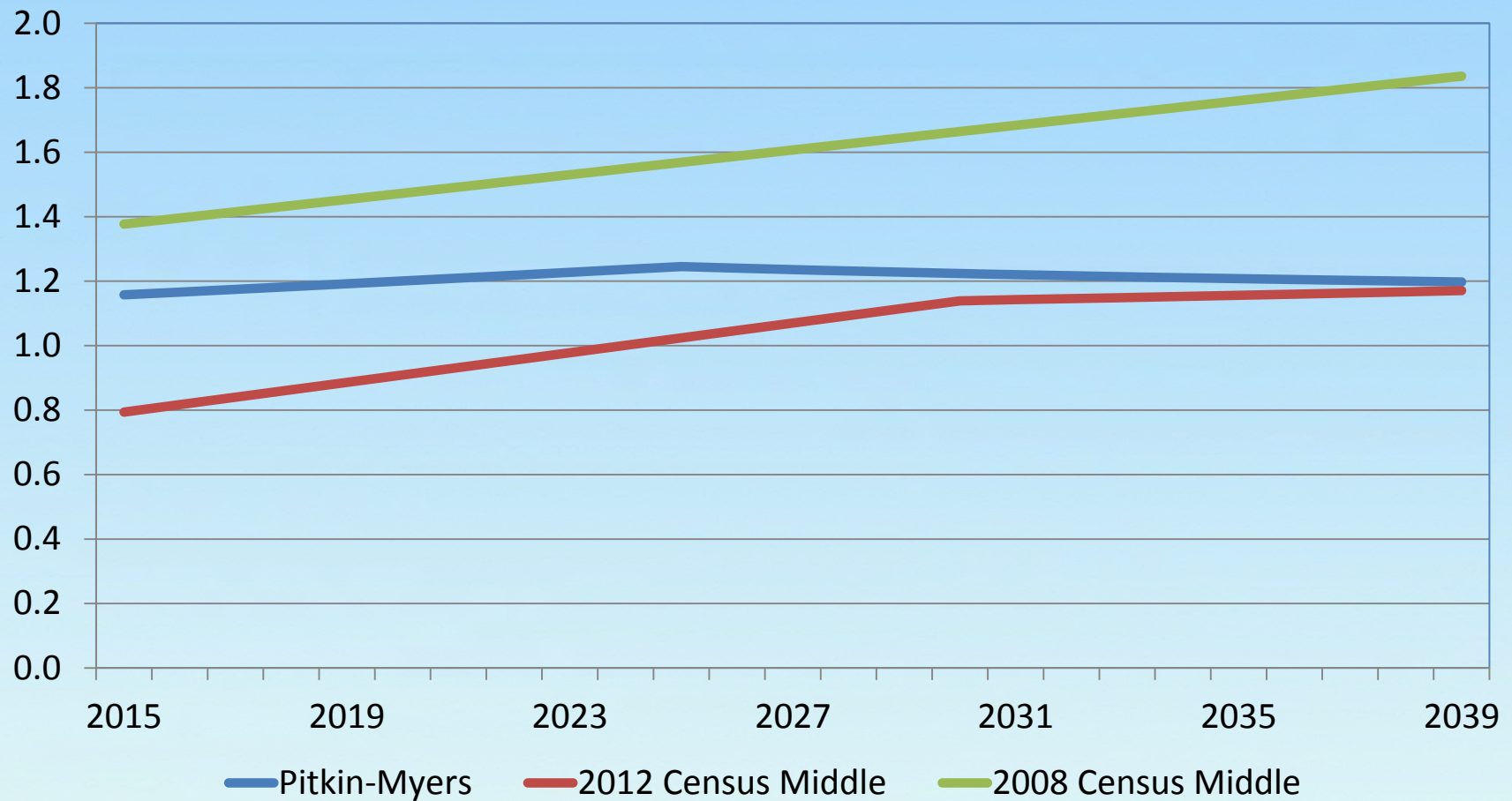
National Forecast Assumptions

- Population from new Pitkin-Myers projections and immigration assumptions
- Older workers remain in labor force longer—new Pitkin-Levy labor force participation rates
- Full employment by 2020 and beyond (supported by panel and forecast survey)
- New forecast 1-3% higher than in 2012-2035 RTP/SCS

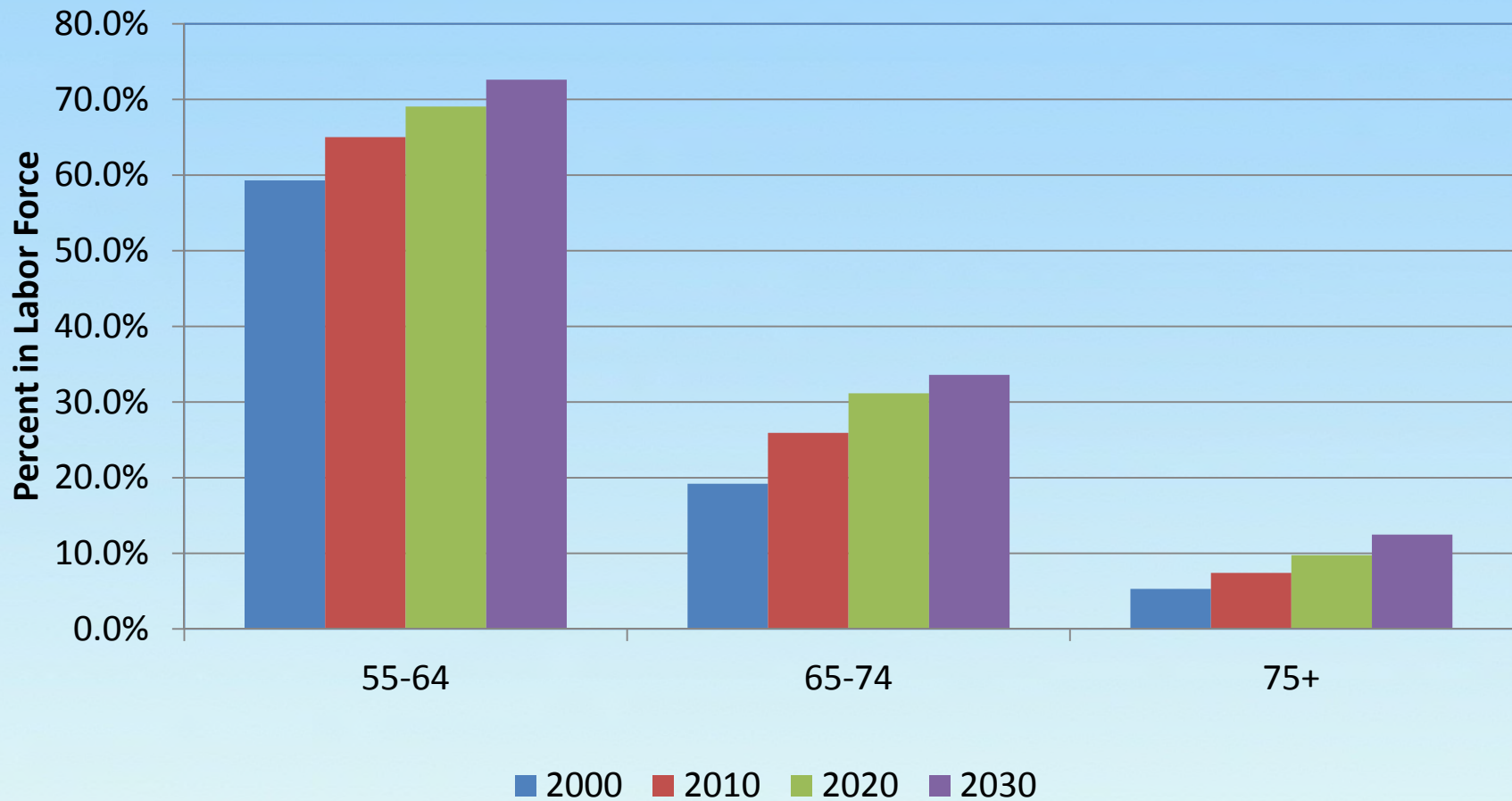
U.S. Population in 2040 (Millions)



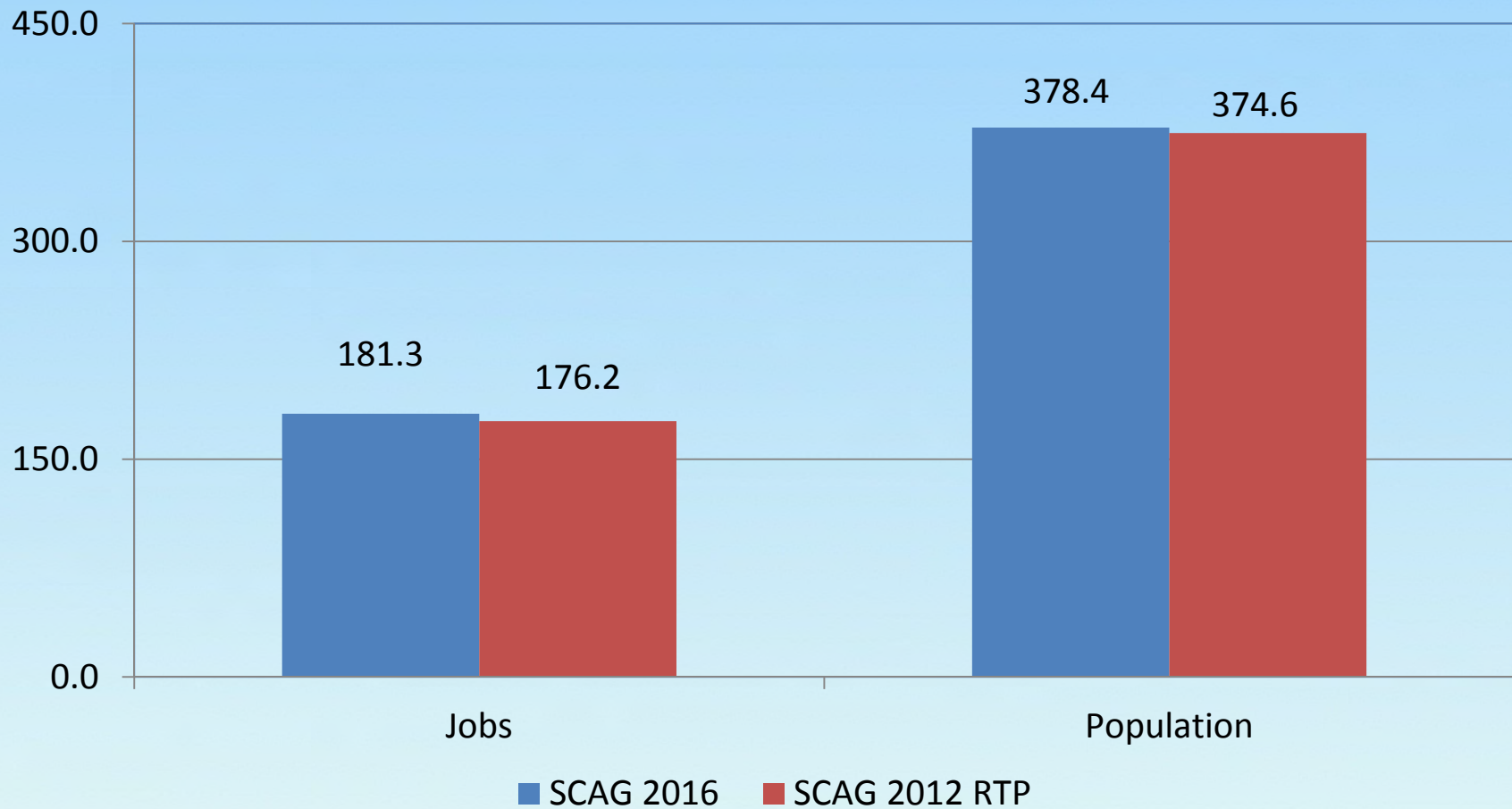
Annual Immigration (Millions)



U.S. Labor Force Participation Rates



U.S. Projections for 2035 (Millions)



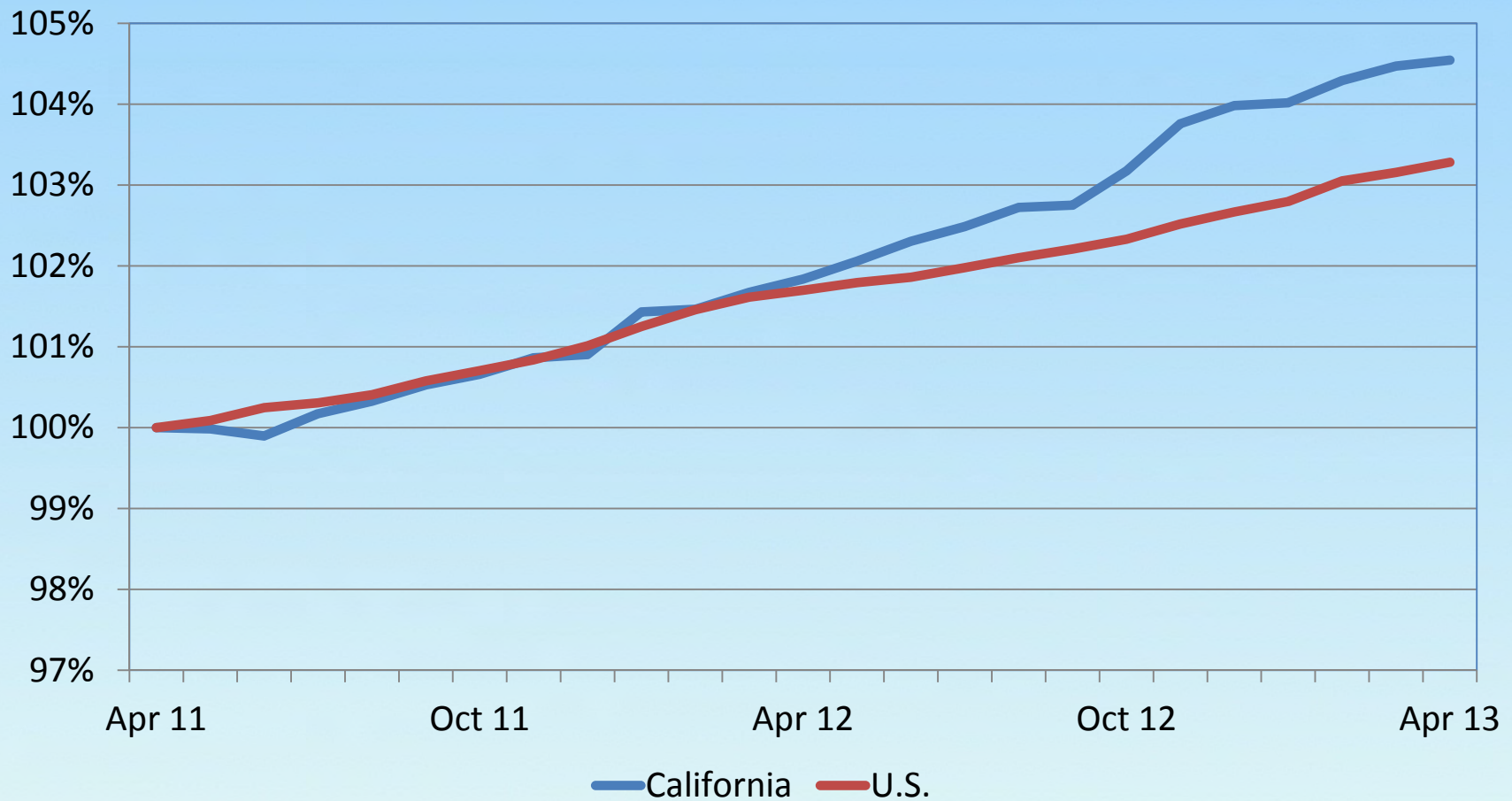
Range of U.S. Forecasts

- No panel members suggested a lower U.S. population or job forecast
- Panel members were asked if immigration reform would increase U.S. population growth
- 11 members voted yes, 5 did not answer
- A high U.S. forecast was developed by adding 350,000 people a year (the median panel estimate) to the U.S. population after 2015

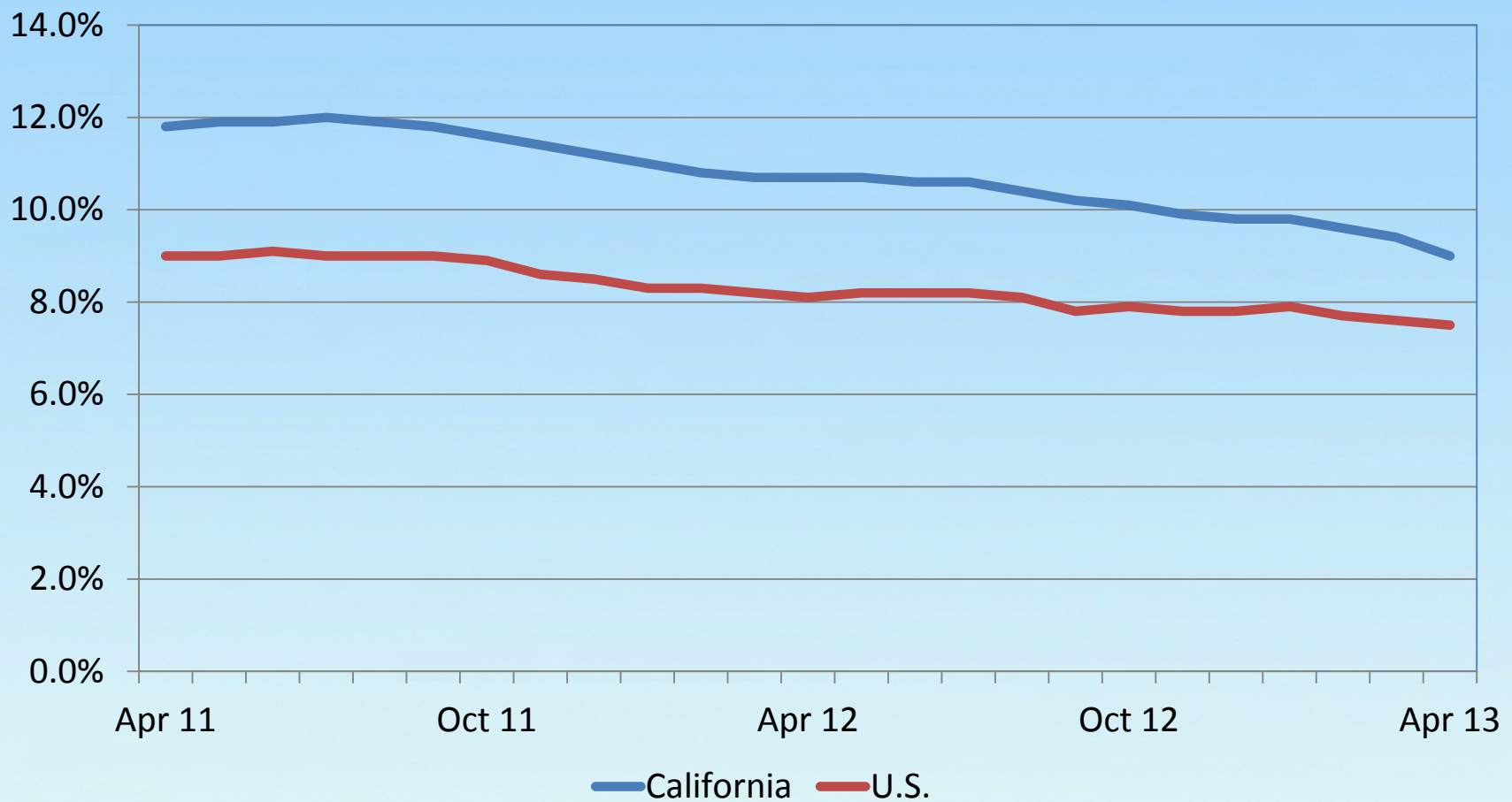
The California Job Forecast Process

- Reviewing recent trends
- Reviewing other forecasts
- Developing a CCSCE job projection based on industry share analysis compared to the U.S.
- Incorporating panel feedback

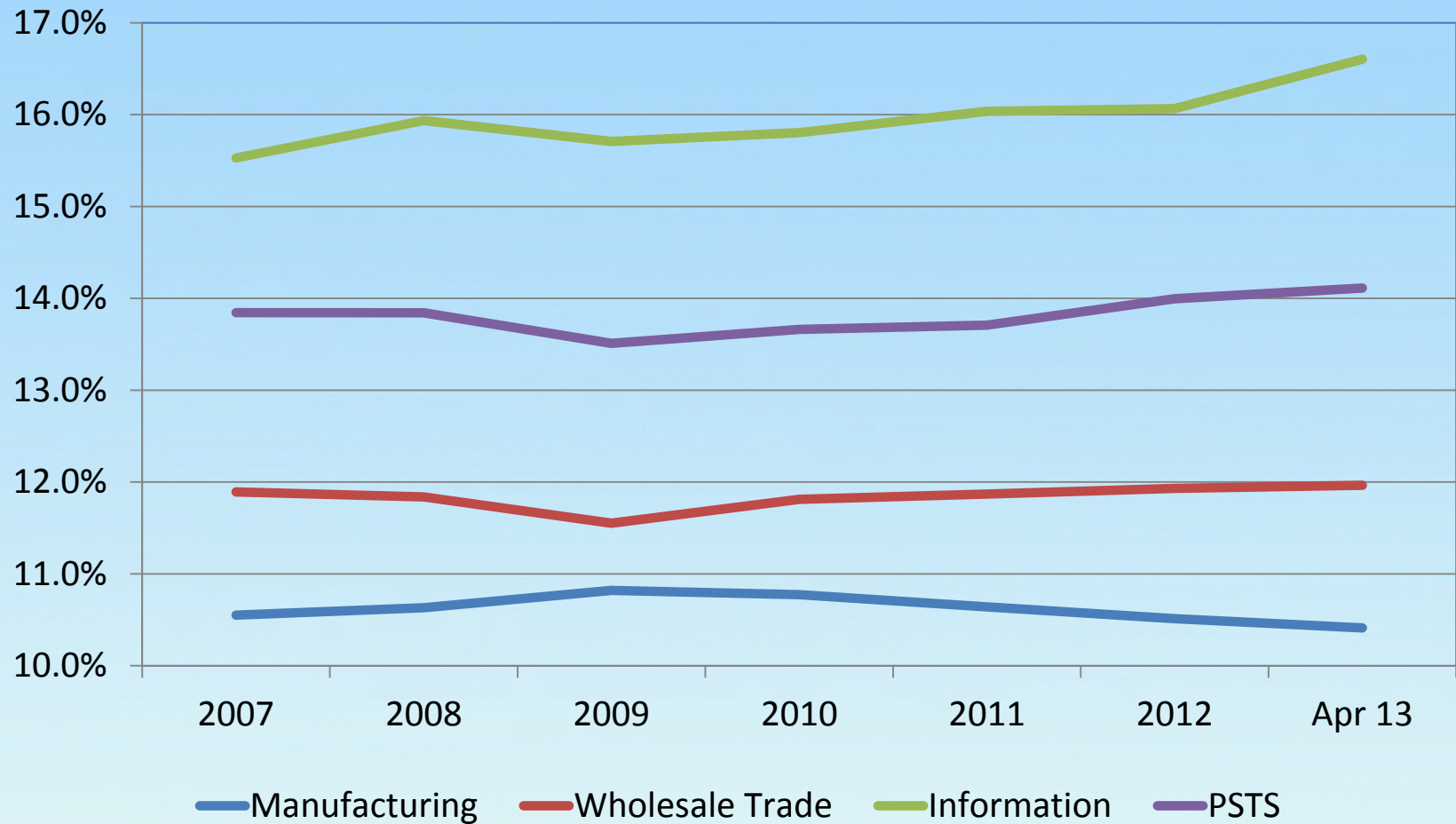
Job Growth Over Past 24 Months



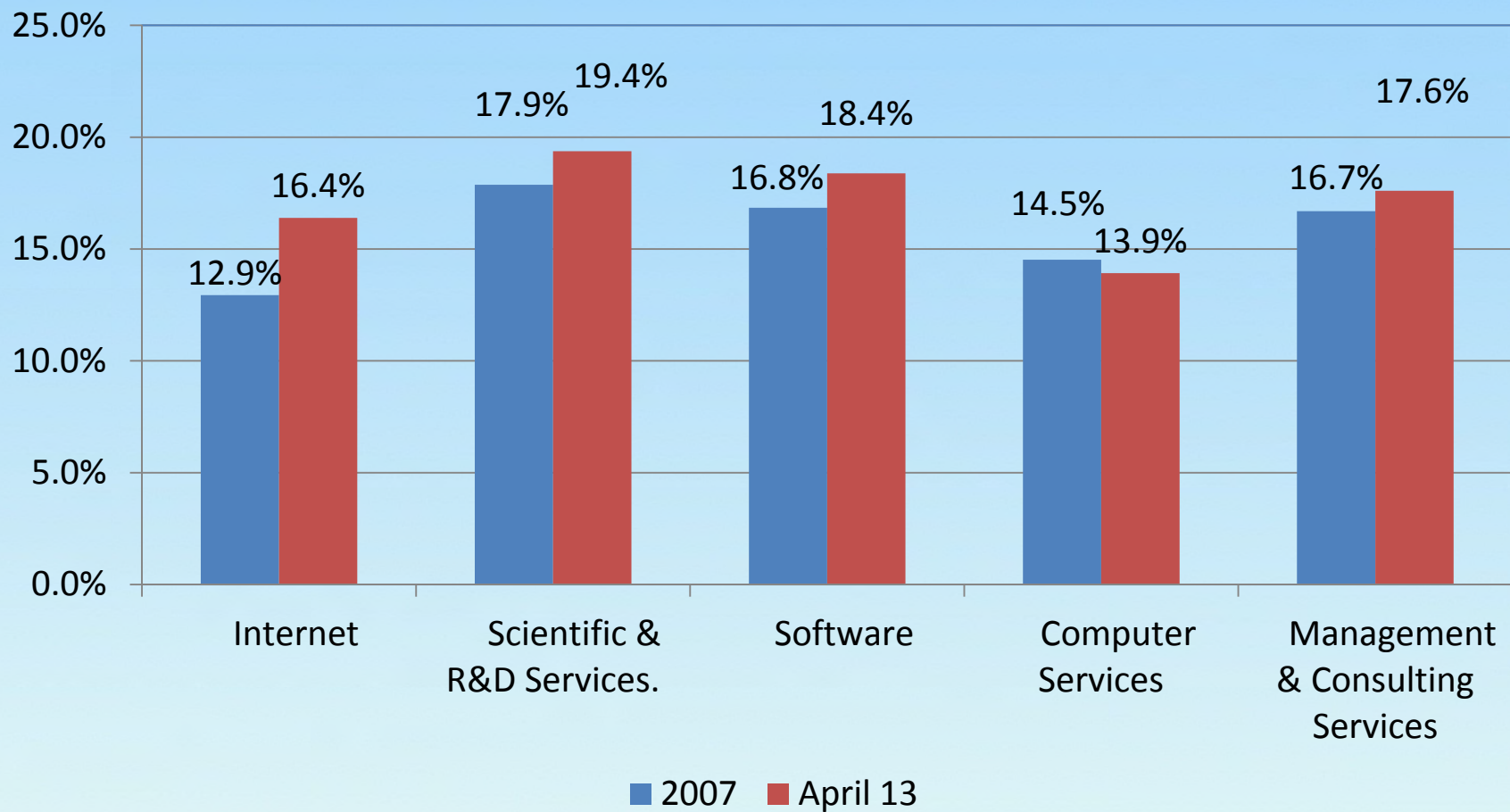
Recent Unemployment Rate Trends



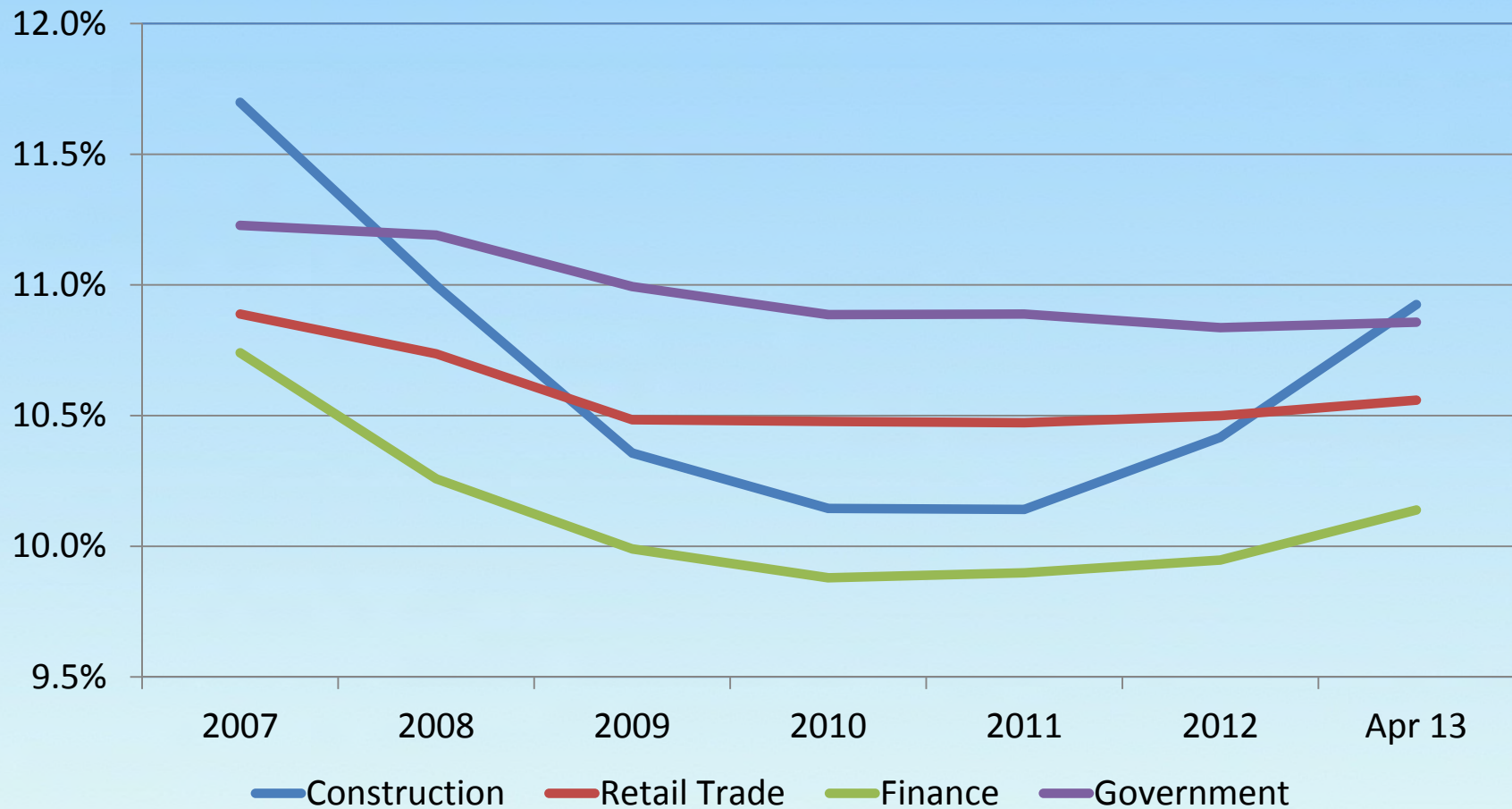
CA Share of U.S. Economic Base Major Sectors



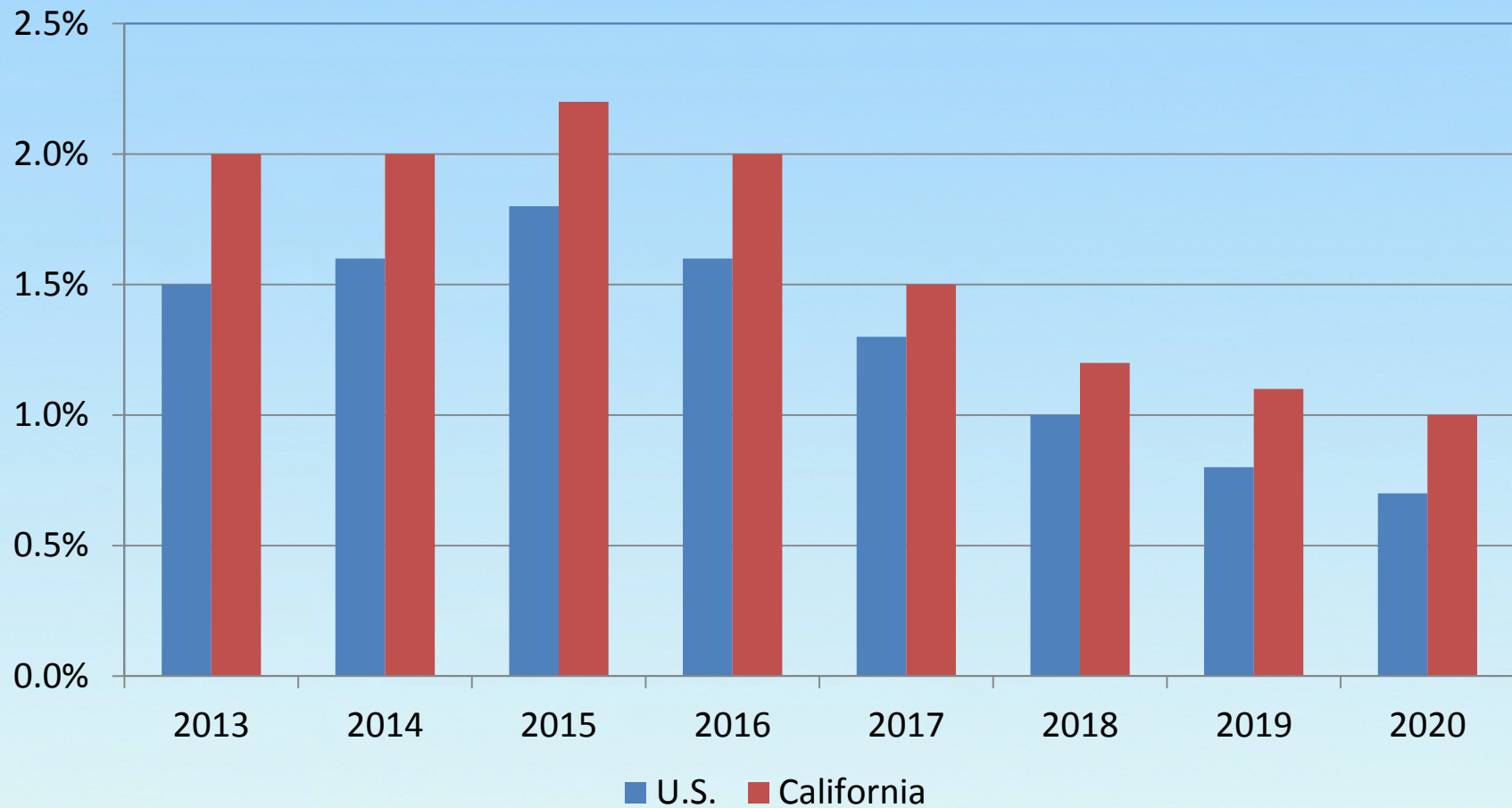
CA Share of U.S. Jobs



CA Share of U.S. in Major Population Serving Sectors



UCLA Job Growth Forecast (June 2013)



California Share of U.S. Jobs



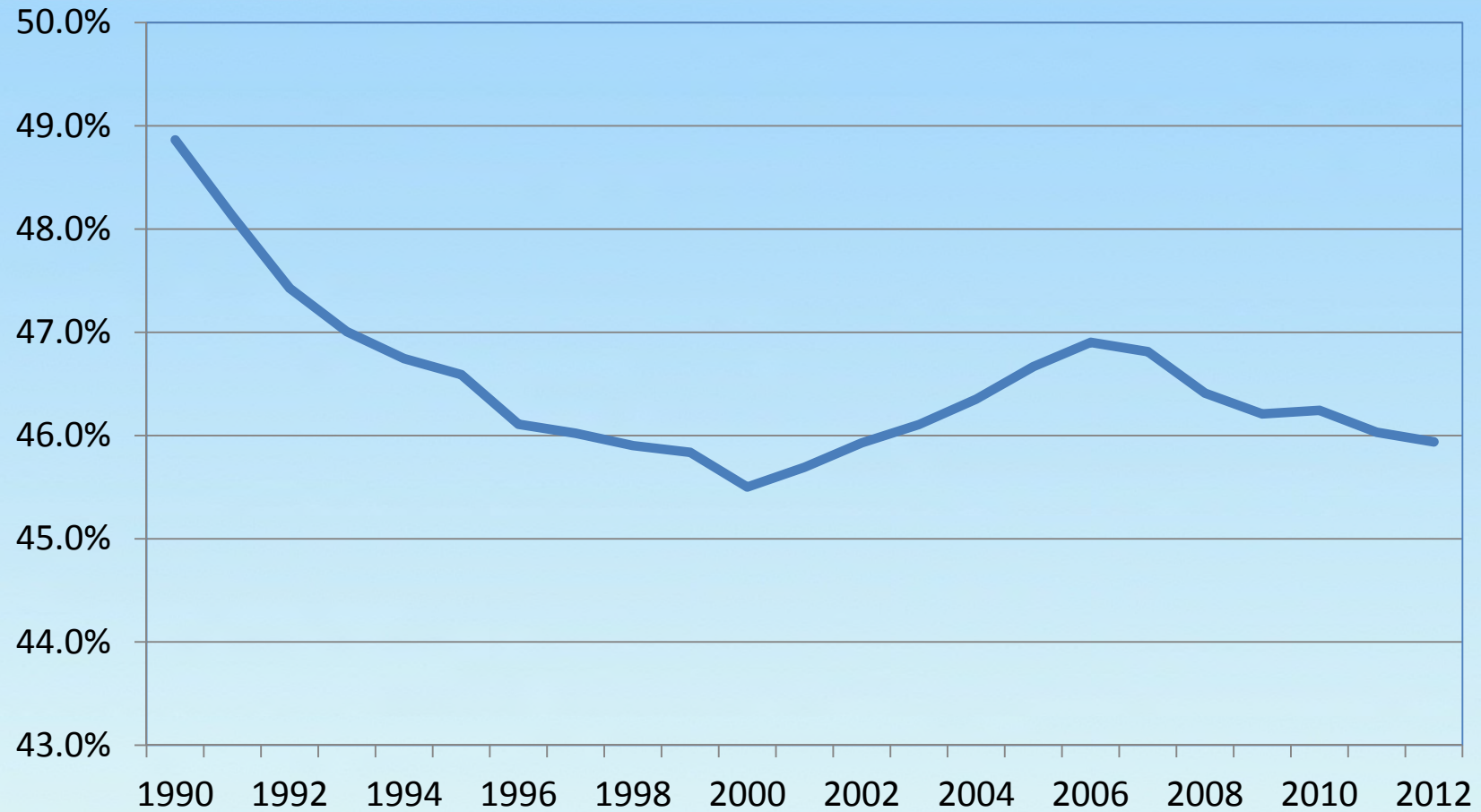
California Job Forecast to 2040

- CCSCE share of U.S. 11.6% (2035), 11.7% (2040)
- Panel 11-11.5% 7 votes, 11.5-12% 6 votes including all panel members who do long-term forecast, 10.5-11% 1 vote
- The CCSCE forecast had CA gaining share of U.S. at half the 2012-2020 rate
- For high alternative CA/US shares were increased to 11.7% in 2035 and 11.8% in 2040

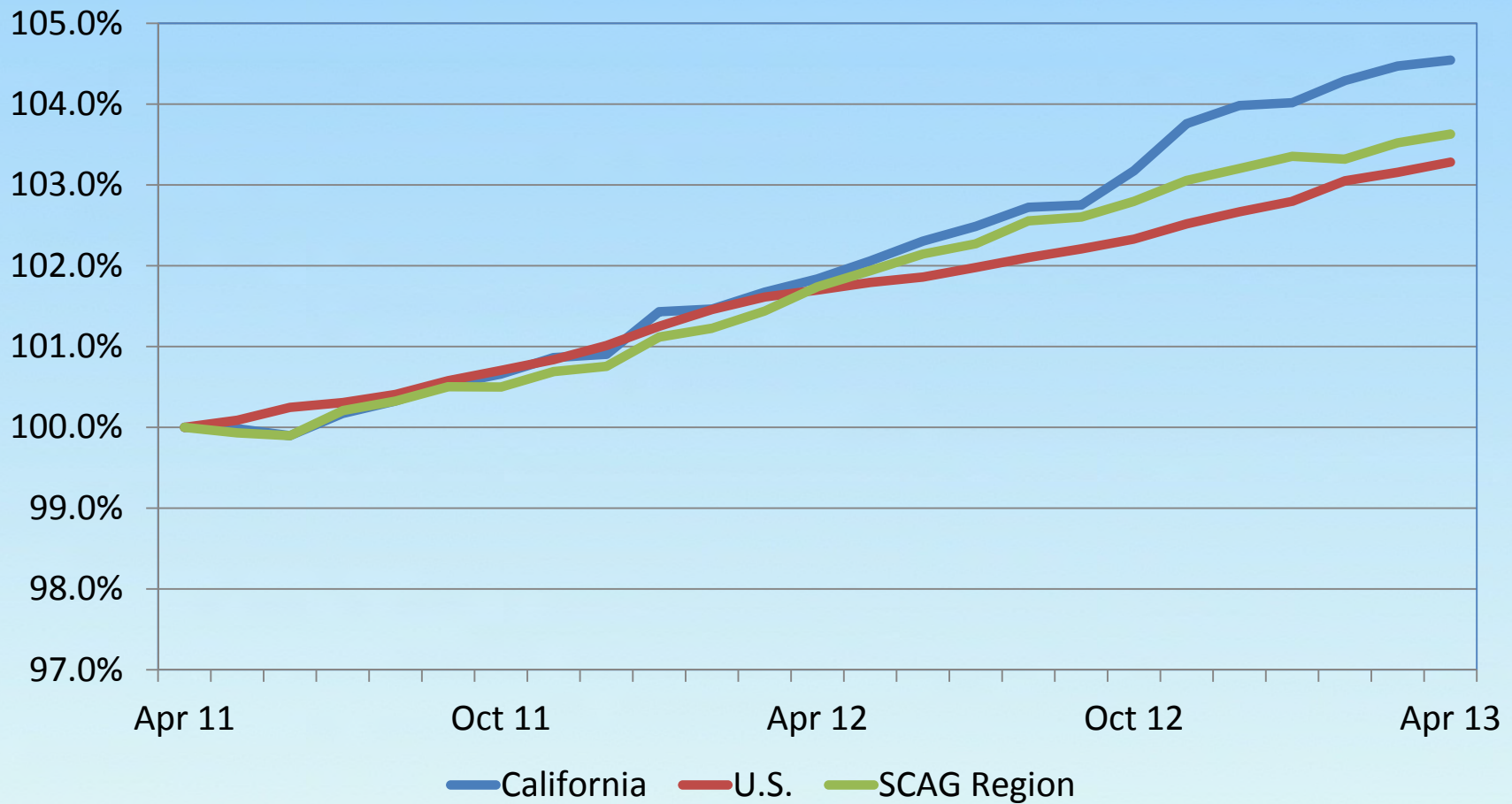
The SCAG Job Forecast Process

- Reviewing recent trends
- Reviewing other forecasts
- Developing a CCSCE job projection based on industry share analysis compared to California
- Incorporating panel feedback

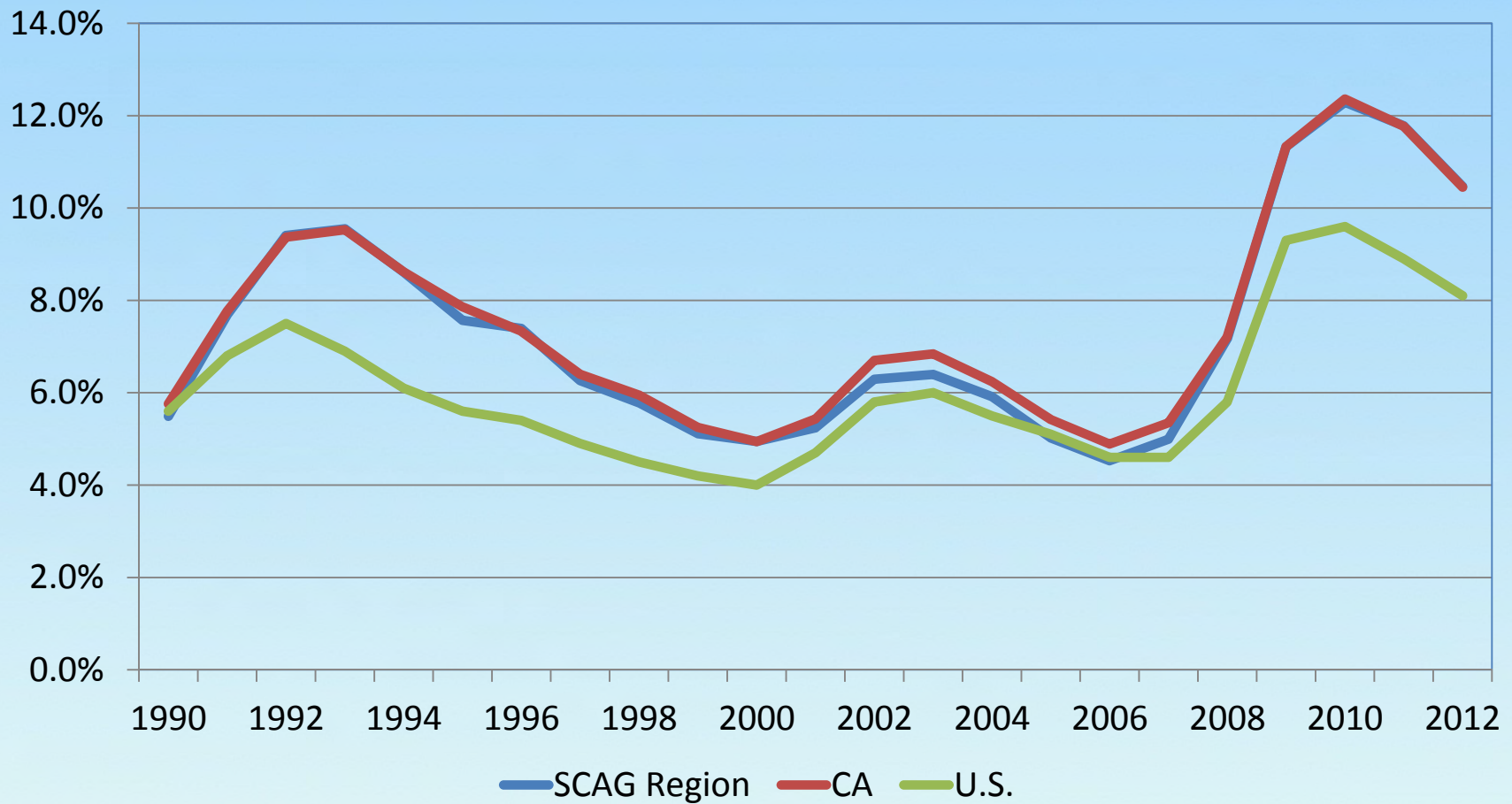
SCAG Region Share of CA Jobs



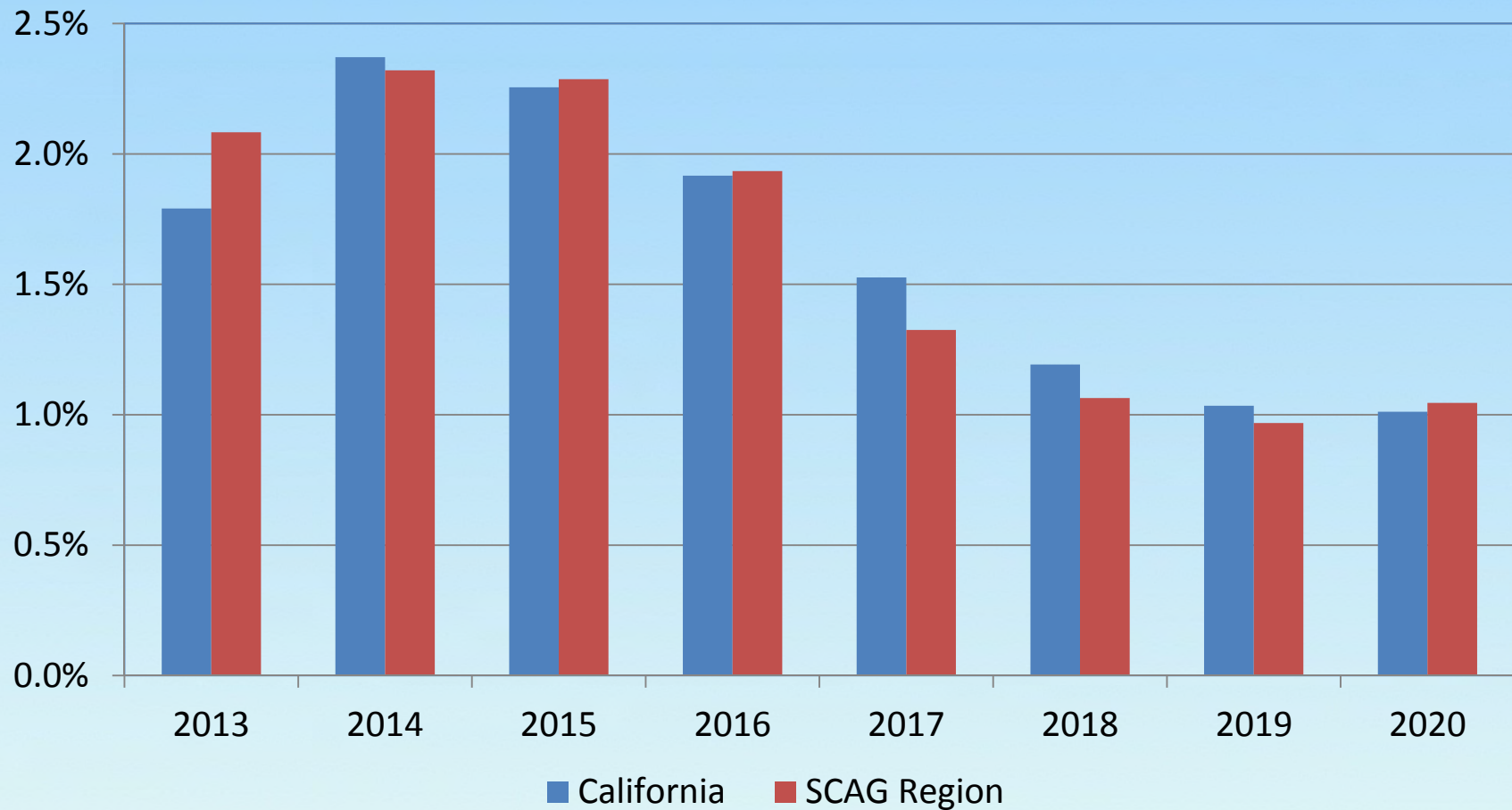
Job Growth Over Past 24 Months



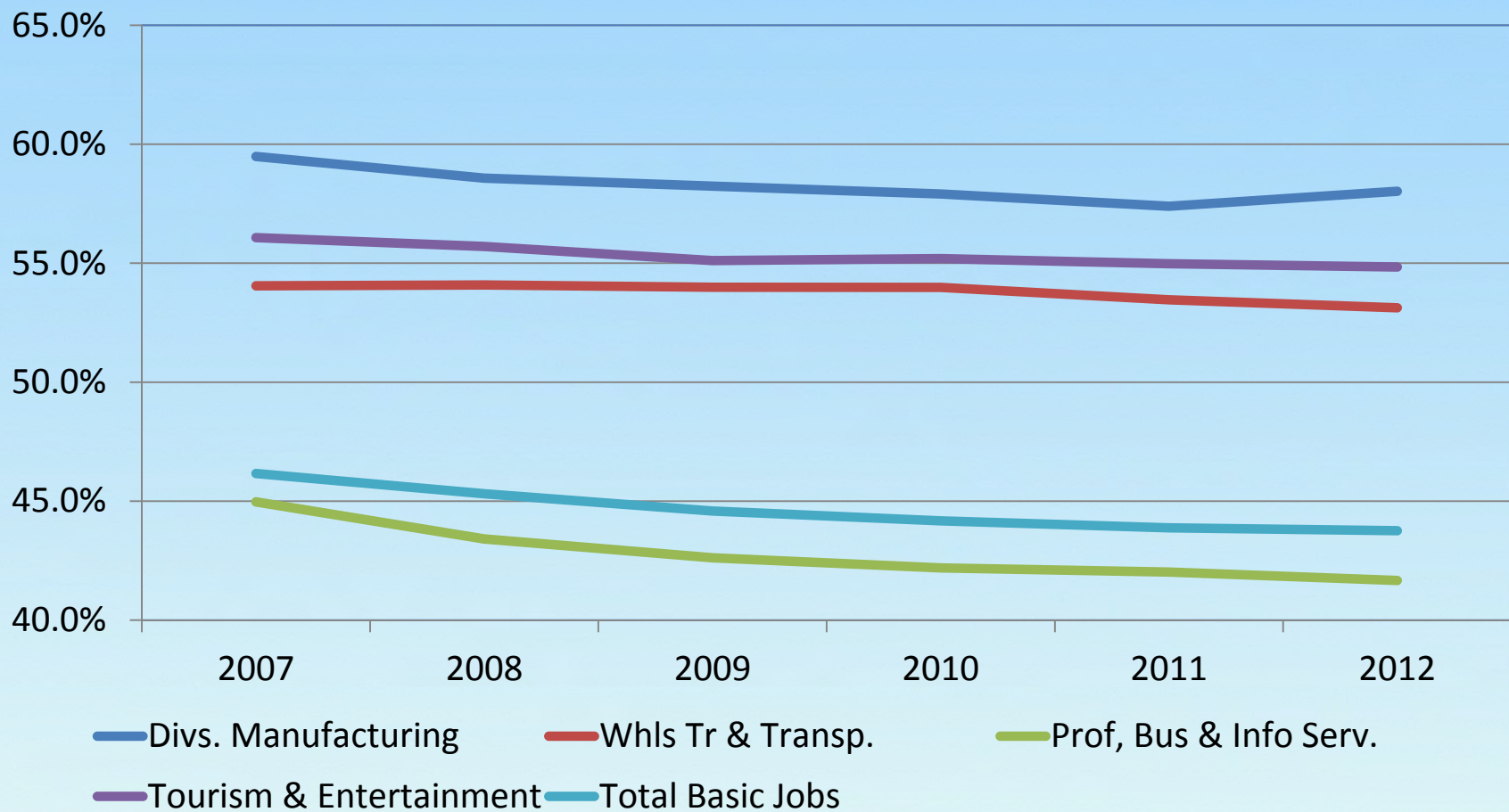
Unemployment Rate Trends



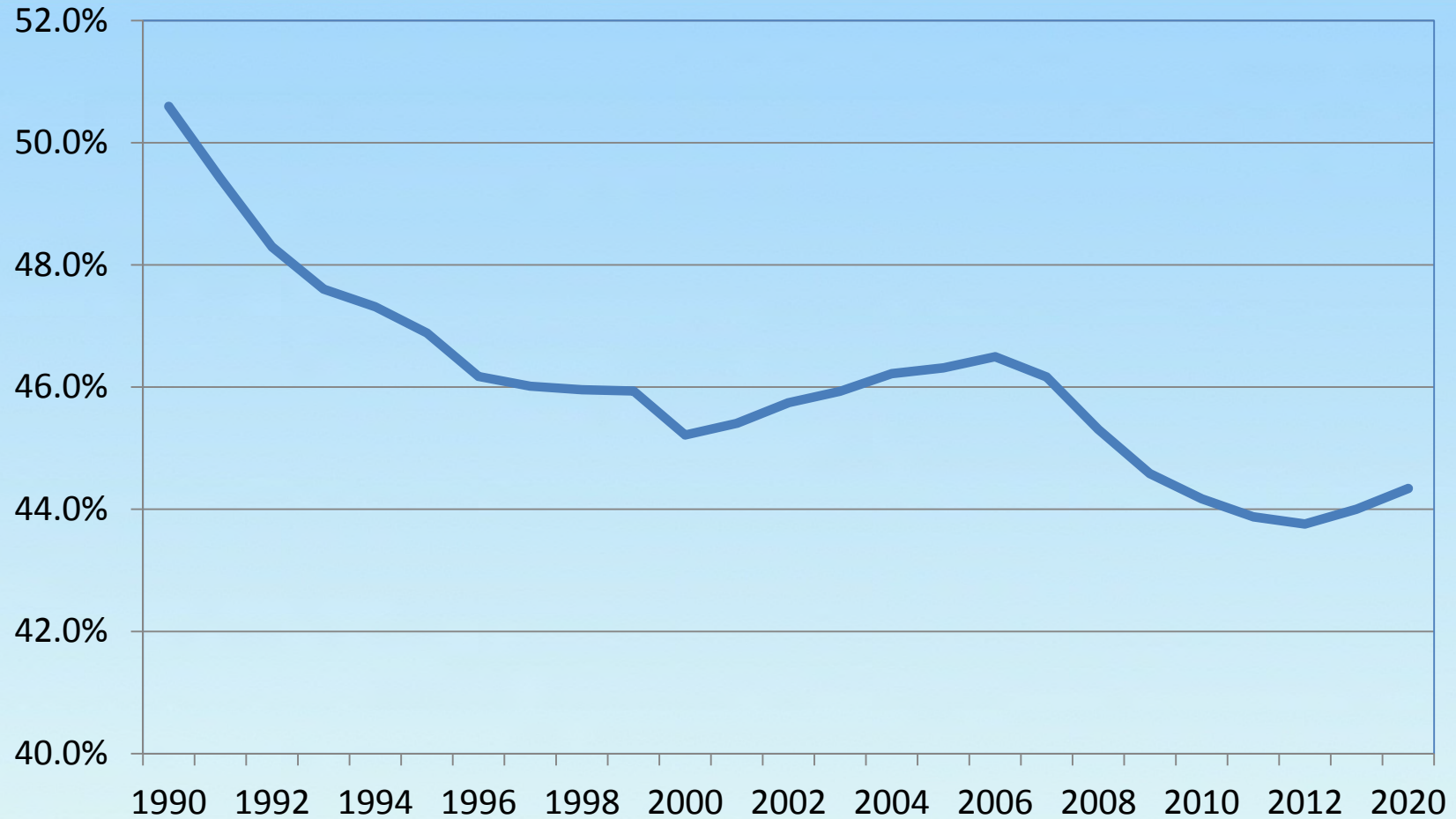
CA Economic Forecast Project Job Growth Forecast



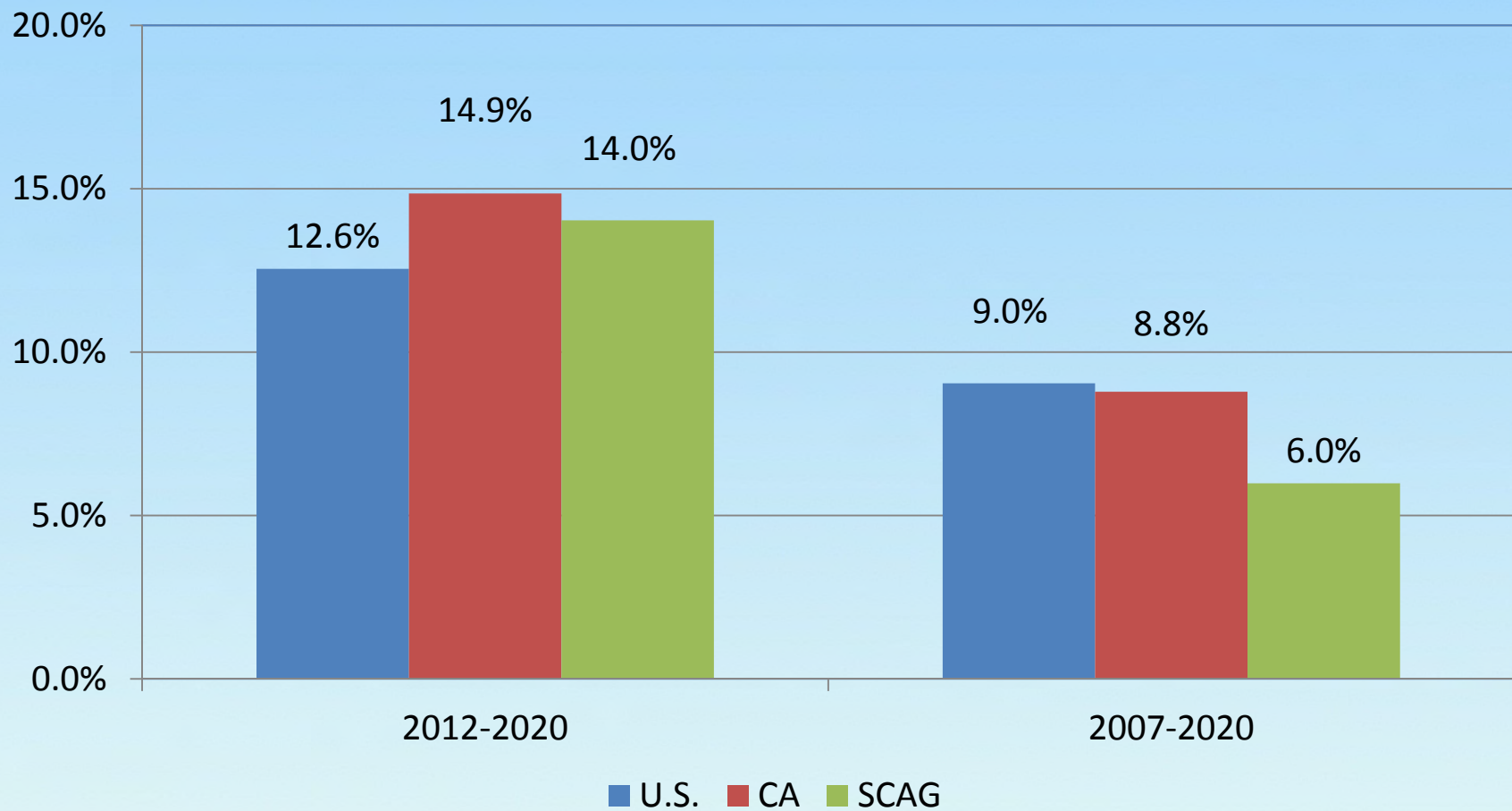
SCAG Share of CA Basic Jobs



SCAG Region Share of CA Basic Jobs to 2020



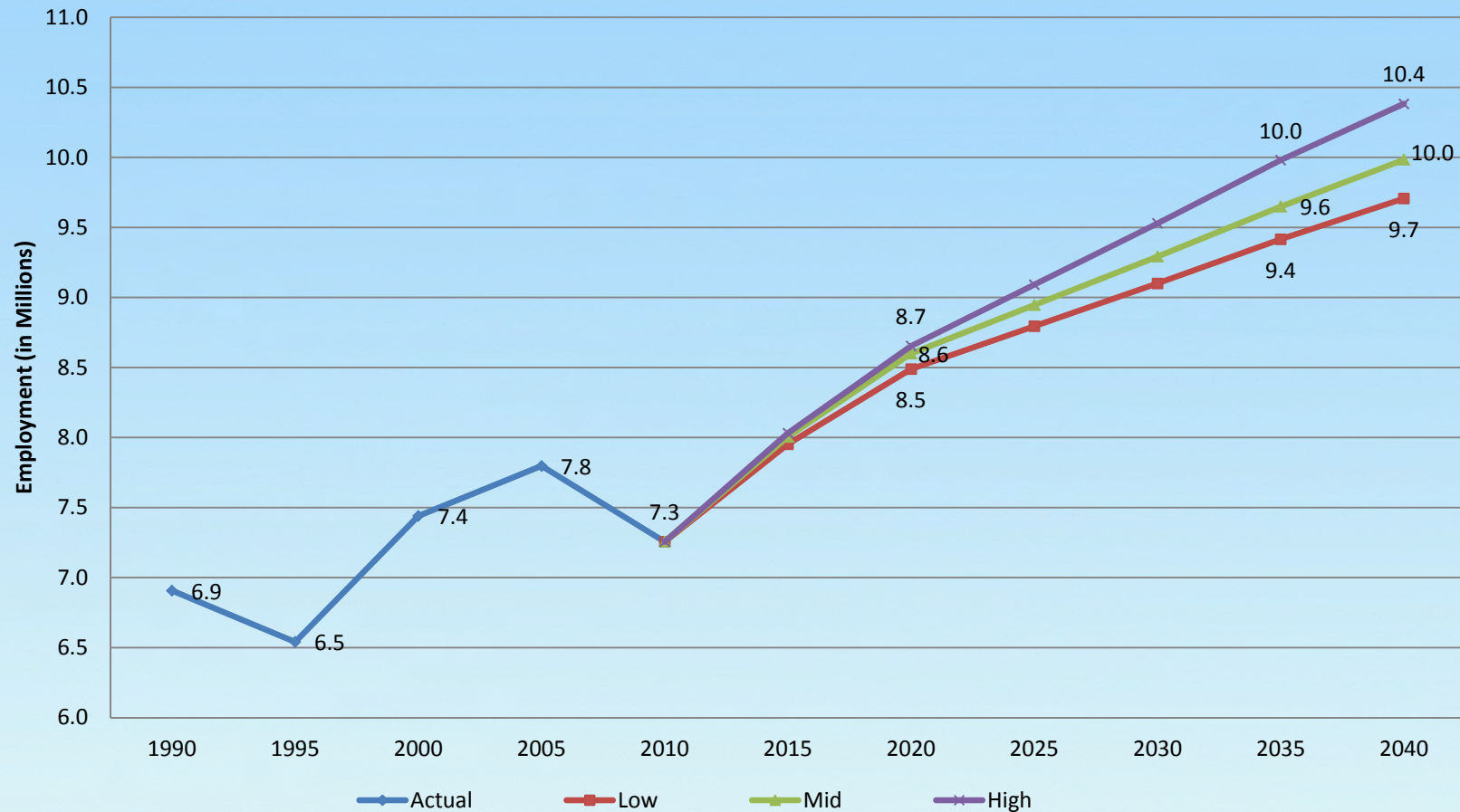
Job Growth to 2020



SCAG Job Forecast to 2040

- CCSCE SCAG share of CA—45.9% (2012), 45.6% (2020), 45.2% (2035), 45.0% (2040)
- Panel
 - 43-44% 2 votes
 - 44-45% 6 votes
 - 45-46% 6 votes
- For high alternative 45.5% (2035), 45.35% (2040)

SCAG Region Range of Preliminary Employment Projections



Translating Job Projections to Population and Household Growth

- The main determinants of population given the jobs projection are fertility, foreign immigration, labor force participation rate and unemployment rate assumptions
- HH projections are determined based on projected household forming behavior (rates)
- In both cases input from the panel of experts informed staff's choices

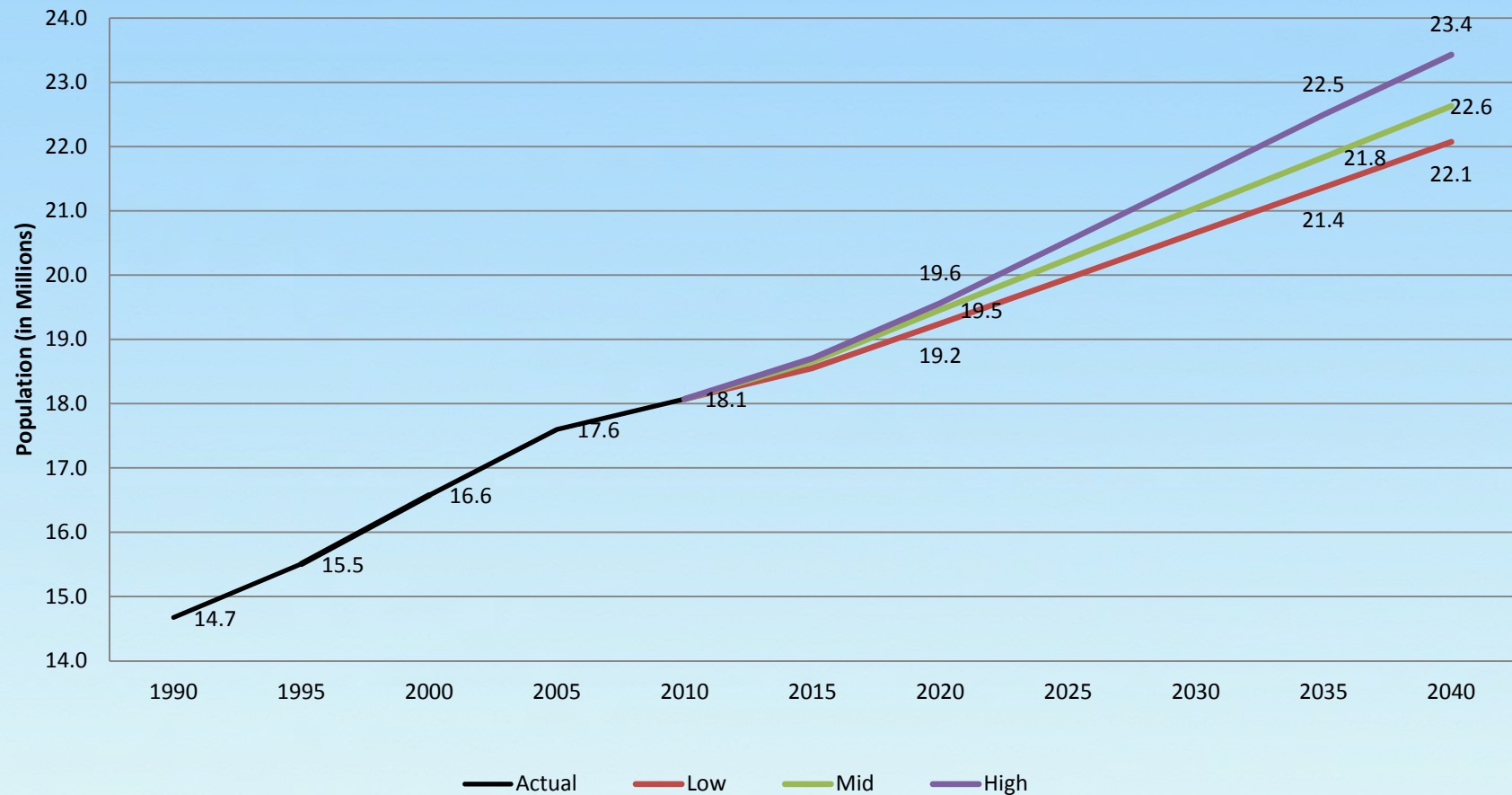
Major Determinants of SCAG Region Population Growth

- National population growth where immigration is the key variable
- AND
- The SCAG region share of job growth

Key Regional Demographic Assumptions

- Demographic Assumptions
 - Fertility: Declines
 - Mortality: Declines
 - Net Immigration: Increases over time
 - Net Domestic Migration: Fluctuates
 - Household Headship Rate: Increases with a moderate assimilation of Asian and Hispanic populations.
- Additional Regional Assumptions
 - Jobs Per Worker: 1.0452
 - Unemployment Rate: 5.5%-6.5%
 - Total Labor Force Participation Rate: Declines with an increase of older age cohorts.

SCAG Region Range of Preliminary Population Projections



Factors Affecting Household Projections

- Household projections can vary for two reasons—1) changes in job growth levels and 2) changes in household formation for any given level of job growth
- Household formation can vary for financial reasons—1) low income growth. 2) poor housing affordability, or 3) lack of new affordable units
- HH formation varies for cultural reasons too

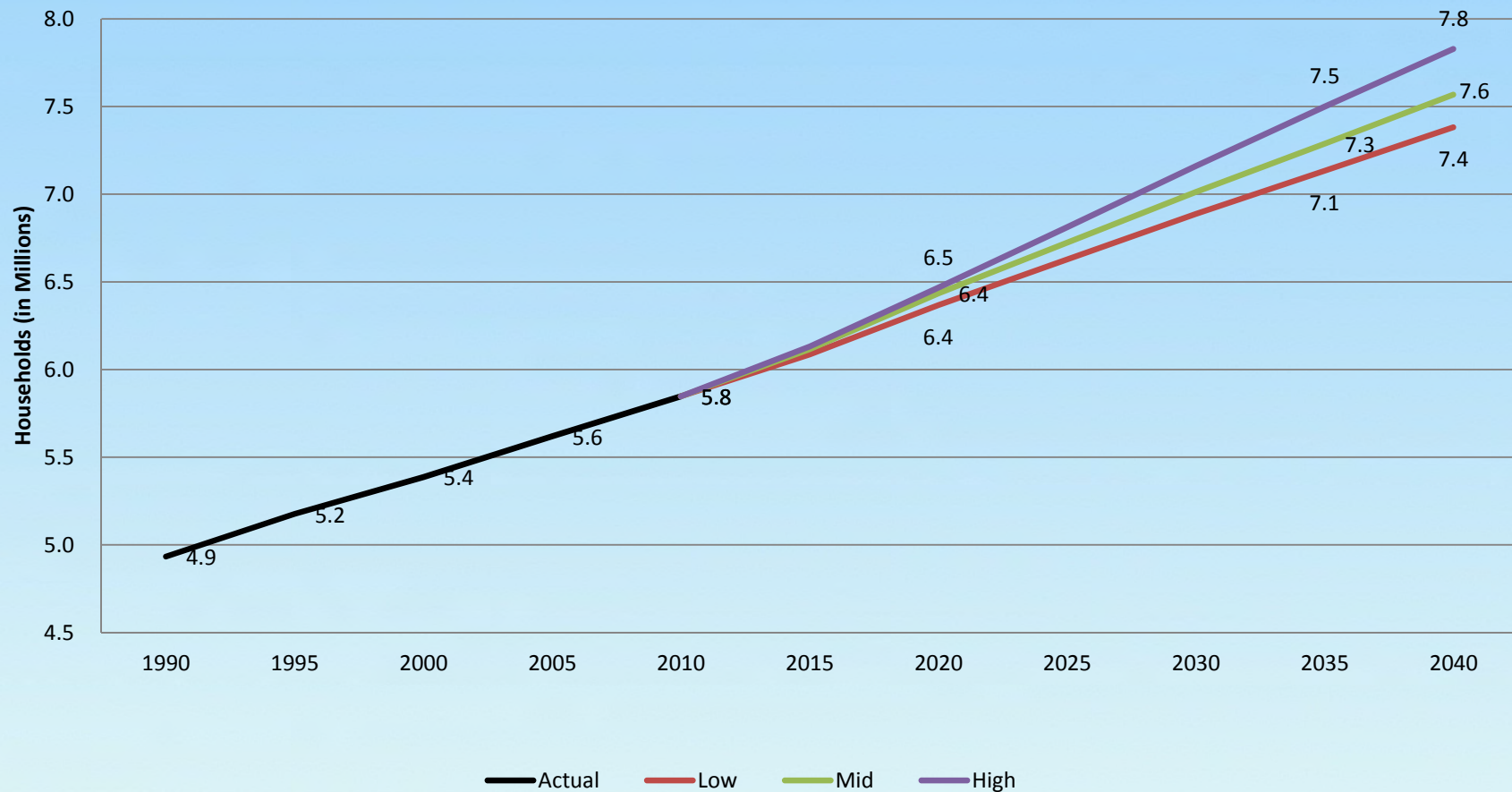
Regional Headship Rate Assumptions

- Headship rates are the number of heads of households divided by the number of individuals.
- A moderate assimilation assumption was used that also considered behavior for male and female headed households.
 - Increases Asian headship rates by 50% of the difference from 2009-2011 White headship rates by 2050
 - Increases Hispanic headship rates by 25% of the difference from 2009-2011 White headship rates by 2050

	2009-2011	2040
White (NH)	51%	52%
Black (NH)	49%	51%
Asian & Others (NH)	39%	44%
Hispanic	34%	37%
Total	41.7%	42.4%

Source: ACS 2009-2011 and SCAG

SCAG Region Range of Preliminary Household Projections



Key Policy Issues Related to the 2016 Growth Forecast

- The panel understands and supports the finding that the region's job growth depends on success in implementing RTP and SCS policies
 - improving the mobility of people and goods
 - promoting the development of needed housing and commercial/industrial lands
 - maintaining and improving air quality
 - promoting world class infrastructure and investment in our workforce

Panel Short-Term Economic Concerns and Related Long-Term Policy Issues

- The impact of the Panama Canal on job growth. The long-term policy issue is maintaining foreign trade competitiveness.
- The impact of financing constraints on housing development. The long-term policy issue is supporting housing and commercial growth
- Income inequality/two-tier economy—Will it continue and hurt the region? The long-term policy issue is about education and training for the future economy.

Panel Concerns About Education, Wages, Manufacturing and the Economy

- Manufacturing jobs (which pay well): number will decline, but output and value will grow.
- There are currently too many workers in the region who do not have the skills needed in the future. Can they and their children get better skills and move to higher paid jobs?
- Will we have enough skilled workers to replace retiring baby boomers?
- Do state policies impede the growth of good-paying blue collar jobs?

Demographic Questions and Comments from the Panel

- How will immigration reform affect the region's population profile?
- Fertility: decline by how much?
- Aging's impact on Group Quarters population
- Will there be more or fewer multi-generation households? What will be the trends for Asian and Latino household formation trends? Will younger adults continue to live with their parents?

Thank You



REPORT

DATE: August 1, 2013

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: Land Use Updates and SCAG Map Book Productions for the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Staff will provide a status report on land use updates collected from local jurisdictions and SCAG Map Book productions for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

SCAG worked with local jurisdictions to update its land use database in preparation for the 2016-2040 RTP/SCS. This database comprises over 5,000,000 parcels and contains local land use information in a digitized GIS format for every jurisdiction in the SCAG region.

When complete, this information will be made available as an electronic dataset or as hardcopy maps at no cost (see sample included as part of Attachment 1). In the past, local jurisdictions have used this resource to save funds when undergoing a general plan update and to automate manual processes in their day-to-day work. In order to ensure its accuracy, SCAG staff is reaching out to SCAG cities and counties to obtain their most recent general plan and zoning information. In addition to initiating contact with 197 jurisdictions individually, staff has also coordinated with each subregional organization to request input for this data coordination effort.

With the collaborative support of local jurisdictions, staff completed land use updates for 106 cities as of June 30, 2013 (see information included as part of Attachment 2). Staff will continue to reach out to local jurisdictions to collect the updated land use input and to confirm SCAG staff's preliminary land use updates. Staff will provide local planners with the GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use data base.

As a part of local input process, SCAG staff prepared a set of GIS maps (the SCAG Map Book) for local jurisdictions' review. These GIS maps are identified in SB 375 as required to be considered in SCS development. The SCAG Map Book includes maps of land use, resource areas, farmland, transit priority

REPORT

projects, and geographic boundaries. SCAG staff developed an automated mapping workflow to efficiently generate a series of maps for 197 jurisdictions. Staff plans to review findings with the Technical Working Group (TWG).

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 Overall Work Program under 045.SCG00694.01: GIS Development and Applications 045.SCG00694.03: Professional GIS Services Program Support

ATTACHMENTS:

1. A Sample Jurisdiction Map Book (City of Downey)
2. Current Status on Land Use Input and Updates of Local Jurisdictions

SCAG Map Book

Land Use & Resource Areas
(For 2016-2040 RTP/SCS Development)



DRAFT

Introduction

SB 375 (Steinberg), also known as California's Sustainable Communities Strategy and Climate Protection Act, is a state law that calls for the integration of transportation, land use, and housing planning and the reduction of greenhouse gas (GHG) emissions as one of the main goals for regional planning. Effective on January 1, 2009, the law requires SCAG as the Metropolitan Planning Organization, working together with subregional council of governments and the county transportation commission, to prepare a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) (or an Alternative Planning Strategy (APS), if necessary). SB 375 also emphasizes a substantial public participation process involving all stakeholders.

To meet the requirements under SB 375, SCAG prepares and provides a set of GIS maps to local jurisdictions for their review in preparation for the 2016 RTP/SCS. These data/ GIS maps are identified in SB 375 as required to be considered in SCS development. It should be noted that the datasets will be further reviewed and updated through QC and local input process in the next phase.

The list of GIS maps included in this guide book:

<u>Land Use</u>	<u>Transit Priority Projects</u>
General Plan	Major Stops & High Quality Transit Corridors
Zoning	
Existing Land Use	<u>Resource Areas & Farmland</u>
	Endangered Species and Plants
<u>Geographical boundaries</u>	Flood areas
City Boundary & Sphere of Influence	Natural Habitat
Census Tract Boundary	Open Space and Parks
TAZ Boundary	Farmland

This book begins with the brief descriptions of the datasets. This is followed by the maps for each City. Upon request, the maps can be provided in larger sizes for detailed review. SCAG may not be authorized to release certain datasets depending on the access/release constraints variously applied to each dataset.

For more information or to request data and/or maps, please contact Jung Seo at (213) 236-1861, or seo@scag.ca.gov.

Land Use

SCAG prepared four sets of land use maps at parcel level as follows:

- General plan land use based on city's/county's codes
- General plan land use based on 2012 SCAG General Plan Codes
- Zoning
- Existing land use (2012)

The current version of the land use data reflect the local inputs received by June 30, 2013 (Phase I). It should be noted that the datasets will be further reviewed and updated through QC and local input process in the next phase.

General Plan Land Use & Zoning

Beginning in March 2013, SCAG communicated with the local jurisdictions to collect the general plan and zoning information. Through the process of collecting general plan and zoning documents, SCAG staff made every effort to ensure the data reflects most current general plan and zoning adopted. The information included in this document reflects the local inputs received by June 30, 2013. SCAG continues to receive local input, and will incorporate them in the next phase.

General plan and zoning data are shown at a parcel level and in many areas accurately depict a local agency's adopted documents. However, the data shown in some areas may be generalized, because the parcel level database representing general plan does not support multiple uses or designations on a single parcel, e.g. splitting the parcel. SCAG used 2012 parcel data, acquired from *Digital Map Products (DMP)*.

Both general plan land use and zoning maps are prepared with the consistent land use or zoning codes with those used in each local jurisdiction. In addition, general plan land use maps are also prepared with SCAG's standardized General Plan codes. For detailed information on the standardized codes, please refer to Table 1: 2012 SCAG General Plan Land Use Codes Table.

Existing Land Use (as of 2012)

To develop 2012 existing land use data, SCAG has used property land use information acquired from *DMP*. Using a correspondence between *DMP* land use codes and SCAG Existing Land Use Codes, *DMP* land use codes were transferred to SCAG's standardized Existing Land Use code system. Anderson Land Use Classification was used as the

standardized land use code system. For more detailed information on the land use code system, refer to Table 2: 2012 SCAG Existing Land Use Codes Table. It should be noted that the datasets will be further reviewed and updated through QC and local input process in the next phase.

As noted in General Plan and Zoning, Existing Land Use data are shown at a parcel level and in many areas accurately depict the existing land use, but in some areas is generalized. Because the parcel level database representing existing land use does not support multiple uses or designations on a single parcel, e.g. splitting, the data shown may generalize the data and thus not accurately depict a local government's existing land use on the site.


Table 1:
2012 SCAG General Plan Land Use Codes - Legend

Legend	Land Use Description
Single Family Residential	1110 Single Family Residential
Multi-Family Residential	1120 Multi-Family Residential
Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks
Mixed Residential	1140 Mixed Residential 1100 Residential
General Office	1210 General Office Use
Commercial and Services	1200 General Commercial 1220 Retail and Commercial and Services 1221 Regional Shopping Center 1230 Other Commercial 1233 Hotels and Motels
Facilities	1240 Public Facilities 1250 Special Use Facilities
Education	1260 Education – K-12 1265 Education – College
Military Installations	1270 Military Installations
Industrial	1300 General Industrial 1310 Light Industrial 1311 Light Manufacturing, Assembly, and Industrial Services 1320 Heavy Industrial 1321 Heavy Manufacturing 1340 Wholesaling and Warehousing
Transportation, Communications, and Utilities	1410 Transportation 1420 Communication Facilities 1430 Utility Facilities
Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
Mixed Residential and Commercial	1600 Mixed Residential and Commercial
Open Space and Recreation	1810 Golf Courses 1820 Local Parks and Recreation 1830 State and National Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
Vacant	1900 Urban Vacant 3000 Vacant
Agriculture	2000 Agriculture
Water	4000 Water

Specific Plan	7777 Specific Plan
Undevelopable or Protected Land	8888 Undevelopable or Protected Land
Unknown	9999 Unknown

Table 2:
2012 SCAG Existing Land Use Codes - Legend

Legend	Land Use Description
Single Family Residential	1110 Single Family Residential 1111 High-Density Single Family Residential 1112 Low-Density Single Family Residential 1113 Rural Residential
Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density
Mixed Residential	1140 Mixed Residential 1100 Residential
General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities
Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing 1323 Open Storage 1324 Major Metal Processing

	1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing
Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
Mixed Residential and Commercial	1600 Mixed Residential and Commercial
Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
 Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
Under Construction	1700 Under Construction
Undevelopable or Protected Land	8888 Undevelopable or Protected Land
Unknown	9999 Unknown

Resource Areas & Farmland

SB 375 identifies as one of the guidelines on developing SCS to “gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivision (a) and (b) of Section 65080.01.” The definitions of Resource areas and Farmland specified in **Section 65080.01** are as following:

(a) “Resource areas” include

- (1) all publicly owned parks and open space;
- (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans;
- (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act;
- (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts;
- (5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance;
- (6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and
- (7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

(b) “Farmland” means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

- (1) Classified as prime or unique farmland or farmland of statewide importance.
- (2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

To comply with the guidelines, SCAG prepared the relevant datasets of Endangered species and plants, Flood areas, Natural habitat, Open space and park, and Farmland from various sources.

Endangered species and plants

SCAG obtained the California Natural Diversity Database (CNDDDB)ⁱ developed by the California Department of Fish and Game's Biogeographic Data Branch (BDB). The CNDDDB is a library of the location and condition of species of rare and sensitive plants, animals, and natural communities in California. The database includes over 55,000 locational records for over 2,300 elements. It is updated on a continuous base to be consistent and current, but cannot be an exhaustive and comprehensive inventory of rare species and natural communities. Field verification for the absence and presence of sensitive species is required by the end users. For more information on the CNDDDB, please refer to website: <http://www.dfg.ca.gov/biogeodata/cnddb>. The CNDDDB is offered on a yearly subscription basis, and prohibits to be distributed to anyone outside the subscribing organizations. The data can be ordered online at http://www.dfg.ca.gov/bdb/html/order_forms.html.

The dataset is shown on the map is based on the combination of the three data fields; element type, accuracy and element occurrence count. Other fields in CNDDDB describe the listing status, ranking, location, site description and source references, to name a few.

The types of elements (ELMTYPE) are specified as four categories of plant, animal, terrestrial community, and aquatic community.

Value	Definition
1	Plant (ELMCODEs beginning with "P" or "N")
2	Animal (ELMCODEs beginning with "A" or "I")
3	Terrestrial community (ELMCODEs beginning with "CT")
4	Aquatic community (ELMCODEs beginning with "CA")

The precision or accuracy level (ACC_CLASS) represents spatial uncertainty on a scale of one to ten, indicating both accuracy type and accuracy value.

Value	Definition
80 meters	1: Specific bounded area with an 80 meter radius
Specific	2: Specific bounded area
Nonspecific	3: Non-specific bounded area
1/10 mile	4: Circular feature with a 150 meter radius (1/10mile)
1/5 mile	5: Circular feature with a 300 meter radius

	(1/5 mile)
2/5 mile	6: Circular feature with a 600 meter radius (2/5 mile)
3/5 mile	7: Circular feature with a 1000 meter radius (3/5 mile)
4/5 mile	8: Circular feature with a 1300 meter radius (4/5 mile)
1 mile	9: Circular feature with a 1600 meter radius (1 mile)
5 miles	10: Circular feature with a 8000 meter radius (5 miles)

The element occurrence count (EOCOUNT) represents how many occurrences share the same spatial feature.

Flood Areas

The flood area maps are based on the Q3 Flood Data, a digital representation of certain features of Flood Insurance Rate Maps (FIRM)ⁱⁱ as of June 2013. The FIRM is created by Federal Emergency Management Agency (FEMA) for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP).

FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called “Flood Insurance Studies (FISs). From the study, FEMA delineate Special Flood Hazard Areas (SFHAs), which are subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as ‘the 100-year flood’ or base flood. The 100-year flood has a 26 percent chance of occurring during a 30 year period, the length of many mortgages. The 100-year flood is a regulatory standard used by Federal and most State agencies to administer floodplain management programs.

The FIRM includes data on the 100-year (1% annual chance of occurring) and 500-year (0.2% annual chance of occurring) floodplains. For more information on the FIRM, refer to their website at <http://www.fema.gov/hazard/map/firm.shtm>

Natural Community & Habitat Conservation Plan

The data on natural community and habitat conservation plan were from the Natural Community Conservation Planning (NCCP) program of California Department of Fish and Game. With partnerships with public and private organizations, NCCP is an effort for the protection and perpetuation of biological diversity, while allowing compatible

and appropriate economic activity. The NCCP program started in 1991 under the State's Natural Community Conservation Planning Act, which has broader orientation and objectives than the previous laws limited to the protection of species already declined in number significantly.

The primary objective is to conserve natural communities at the ecosystem level, while accommodating compatible land use. By considering the long-term stability of wildlife and plant communities, and including key interests in the planning process, it aims at anticipating and preventing the controversies in the surrounding areas of the species.

A local agency is in charge of monitoring the development of a conservation plan in cooperation with landowners, environmental organizations and other interest parties. The Department of Fish and Game provides necessary support, direction, and guidance to NCCP participants.ⁱⁱⁱ For more information on the NCCP phases and guidance, refer to their website at <http://www.dfg.ca.gov/habcon/nccp>.

Open Space and Park

For RTP 2012, and SCS development, "all publicly owned" open spaces need to be considered as guided in SB 375. The data on the publicly owned open space and park come from the California Protected Areas Database (CPAD), a GIS inventory of all publicly owned protected open space lands in the State of California through fee ownership. *GreenInfo Network* has prepared CPAD by aggregating and cross-checking various open space data from state, local and other agencies. For more details on the inclusion criteria, see the CPAD manual from their website at http://www.calands.org/download/CPAD_Manual_June2010.pdf

Farmland

Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California.^{iv}

SCAG obtains the Important Farmland Map created by FMMP. The study area is in accordance to the soil survey developed by NRCS (National Resources Conservation Service) in the United States Department of Agriculture. Important Farmland Map is biennially updated based on a computer mapping system, aerial imagery, public review, and field interpretation.

SCAG uses the most updated data available. The latest dataset available for the SCAG Region is as of 2010. The minimum land use mapping unit is 10 acres. The classification system of the map was developed by combining technical soil rating and current land use. For more information, refer to the website at <http://www.consrv.ca.gov/dlrp/fmmp/overview/Pages/index.aspx>.

PRIME FARMLAND (P)	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
FARMLAND OF STATEWIDE IMPORTANCE (S)	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
UNIQUE FARMLAND (U)	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
FARMLAND OF LOCAL IMPORTANCE (L)	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
GRAZING LAND (G)	Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
URBAN AND BUILT-UP LAND (D)	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
OTHER LAND (X)	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as

	Other Land.
WATER (W)	Perennial water bodies with an extent of at least 40 acres.
NOT SURVEYED (Z)	Large government land holdings, including National Parks, Forests, and Bureau of Land Management holdings are not included in FMMP's survey area.

Transit Priority Project

According to SB 375, 'a transit priority project' can be exempt from, or subject to the limited review of CEQA (the California Environmental Quality Act). The implementation of the SCS only includes 'a transit priority project' that is '*consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.*' [Section 2115. (a)]

The bill specifically states that the transit priority project should:

- (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;*
- (2) provide a minimum net density of at least 20 dwelling units per acre; and*
- (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 1064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. [Section 2115. (b)]*

A transit priority project, which meets all the requirements of subdivision (a) and (b), and one of the requirements of subdivision (c) in Section 21155.1, can be declared by the legislative body of the jurisdiction, after conducting a public hearing, to be a Sustainable Communities Project (SCP). Once the project is designated as SCP, it can benefit from CEQA streamlines.

Major Stops & High Quality Transit Corridors

To assist to identify the transit priority project areas, SCAG identifies the major stops and high quality transit corridors, and their surrounding areas in one-half mile radius distance, as specified in Section 2115. (b) (3). Major transit stops and high-quality transit corridor extracted from 2035 planned year data in the 2008 Regional Transportation Plan (RTP) amendment #3, adopted in April, 2010. The 2008 RTP network data were developed from the base year 2003 highway inventory and transit operations. As a part of the 2012 RTP, SCAG is in the process of updating this data to the new RTP base year 2008 and horizon year 2035. The updated network data will be provided at the end of 2010.

The definitions of major transit stops and high quality transit corridors are as follows:

Major transit stop	A site containing an rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan.
High-quality transit corridor	A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Geographical boundaries

City boundary & Sphere of Influence

City boundary and sphere of influence information are from each County's Local Agency Formation Commissions (LAFCO). The information included here are as of July 2012. SCAG only uses the data directly from LAFCO as the legitimate source based on the legal requirement of SB 375. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census tract boundary

The Census tract information is from the U.S. Census Bureau. The census tract boundaries are the 2010 TIGER (Topologically Integrated Geographic Encoding and Referencing).

TAZ boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region which is used to facilitate Travel Demand Modeling needs at SCAG.

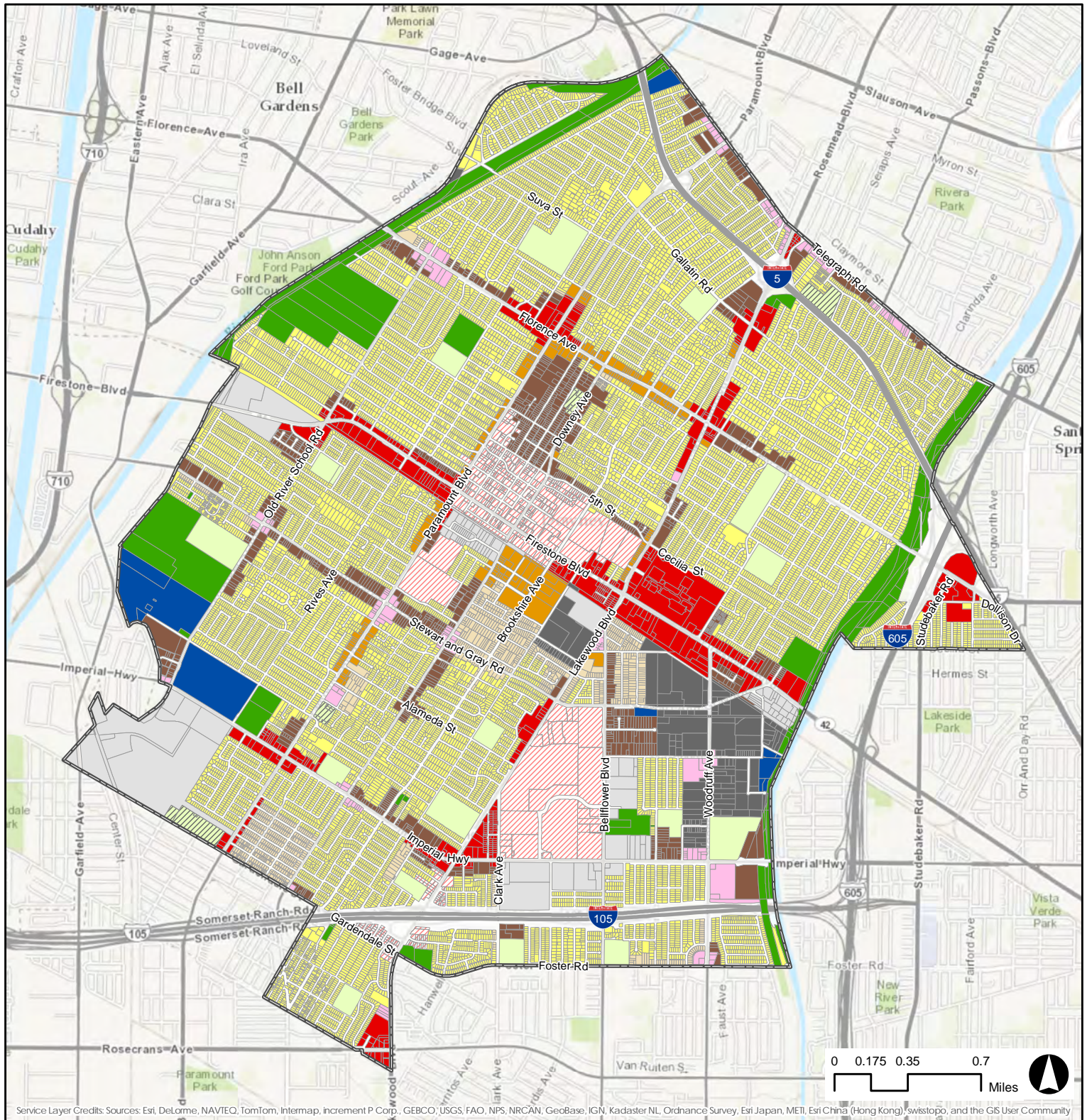
ⁱ The CNDDDB is a part of a nationwide network of "natural heritage program" overseen by Nature Serve (formerly part of The Nature Conservancy). To help conservation decisions, aid in the environmental review of projects and land use changes, and recovery of endangered species, all natural heritage programs provide location and natural history information on special status plants, animals, and natural communities.

ⁱⁱ The FIRM is the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community. Since 1970s, the FEMA has created and updated the flood hazard maps for National Flood Insurance Program (NFIP). NFIP was created by the US Congress in 1968 to reduce future damage and to provide protection for property owners from potential loss through an insurance mechanism. (How to Read a Flood Insurance Rate Map Tutorial)

ⁱⁱⁱ Department of Fish and Game sponsors two grant programs for NCCP/HCPs; Local Assistance Grants (LAG) with the state funds for urgent tasks associated with implementing approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application, and ESA SECTION 6 GRANTS program through the federal grant from the U.S. Fish and Wildlife Service (FWS).

^{iv} The FMMP was signed by the Legislature in 1982, and the first Important Farmland Maps were produced in 1984, covering 30.3 million acres. Through 12 biennial mapping cycles, data has expanded to 48.1 million acres as modern soil surveys were completed by USDA.

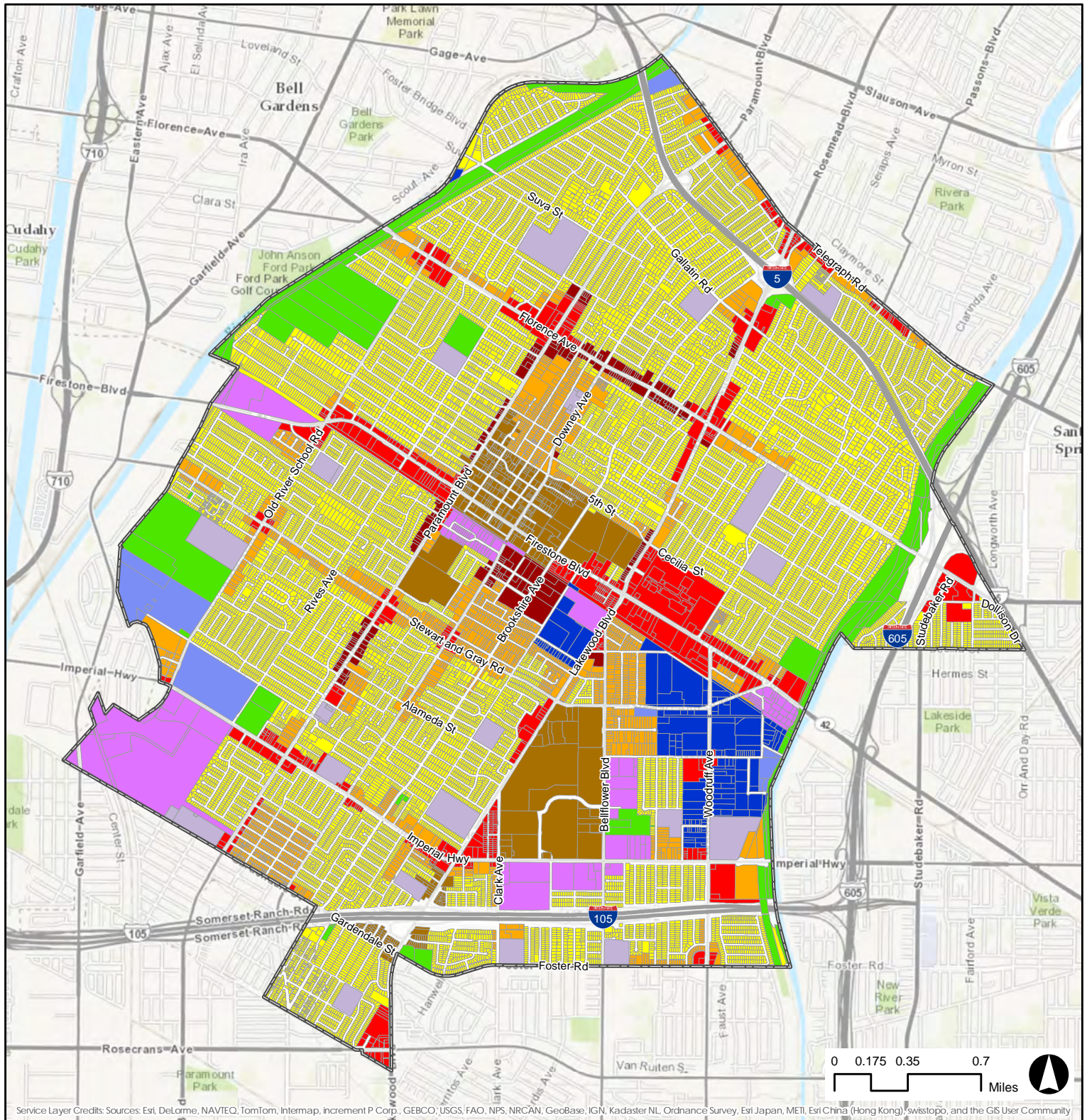
General Plan Land Use in City of Downey



General Plan Land Use Designations of the City of Downey

CM (Commercial Manufacturing)	MDR (Medium Density Residential)	P (Public)
GC (General Commercial)	MU (Mixed Use)	S (School)
GM (General Manufacturing)	NC (Neighborhood Commercial)	S-PR (School - Private)
LDR (Low Density Residential)	O (Office)	
LMDR (Low Medium Density Residential)	OS (Open Space)	

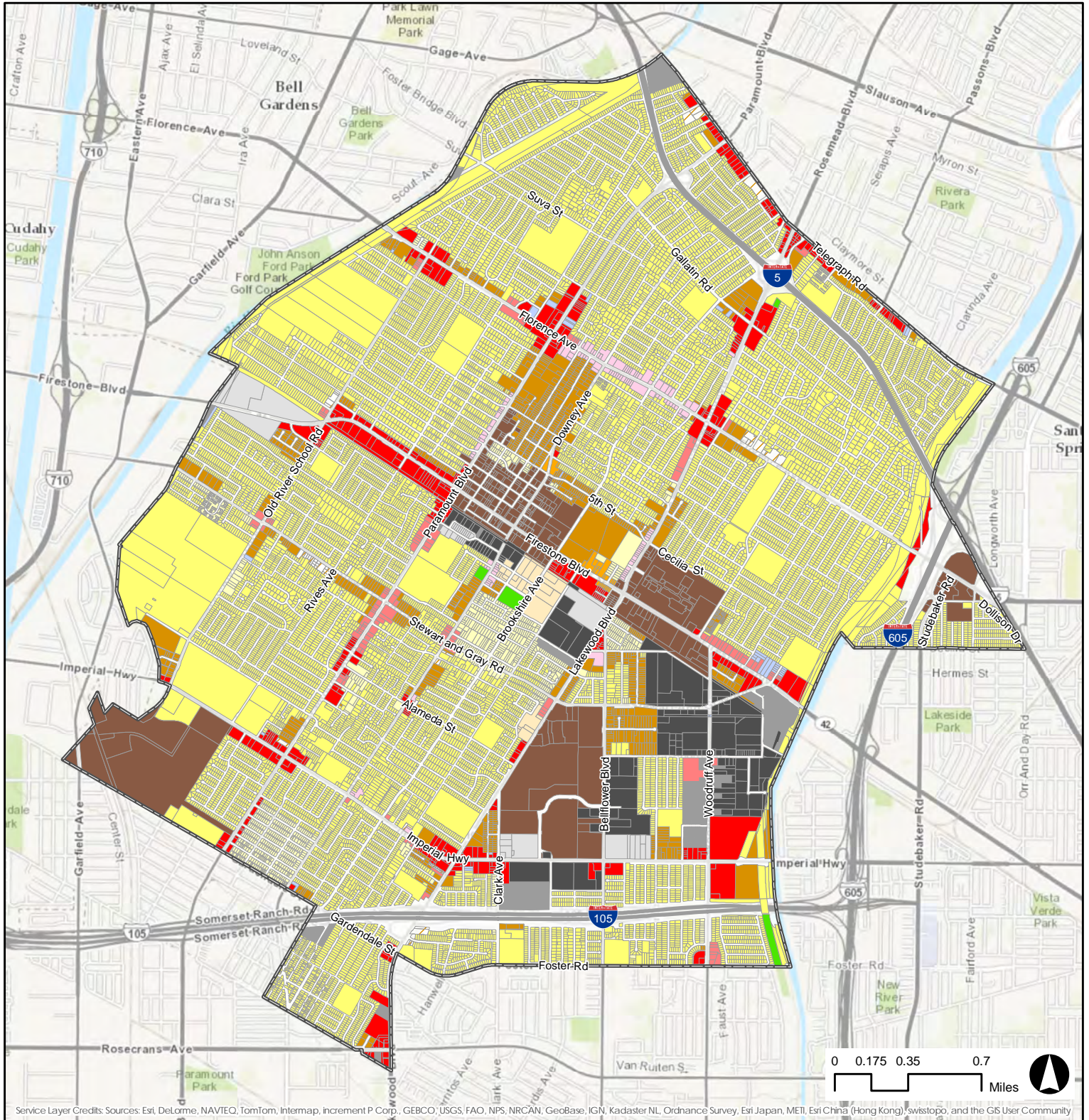
General Plan Land Use in City of Downey



2012 SCAG General Plan Land Use Codes

Single Family Residential	Education	Open Space and Recreation
Multi-Family Residential	Military Installations	Agriculture
Mobile Homes and Trailer Parks	Industrial	Vacant
Mixed Residential	Transportation, Communications, and Utilities	Water
General Office	Mixed Commercial and Industrial	Specific Plan
Commercial and Services	Mixed Residential and Commercial	Undevelopable or Protected Land
Facilities		Unknown

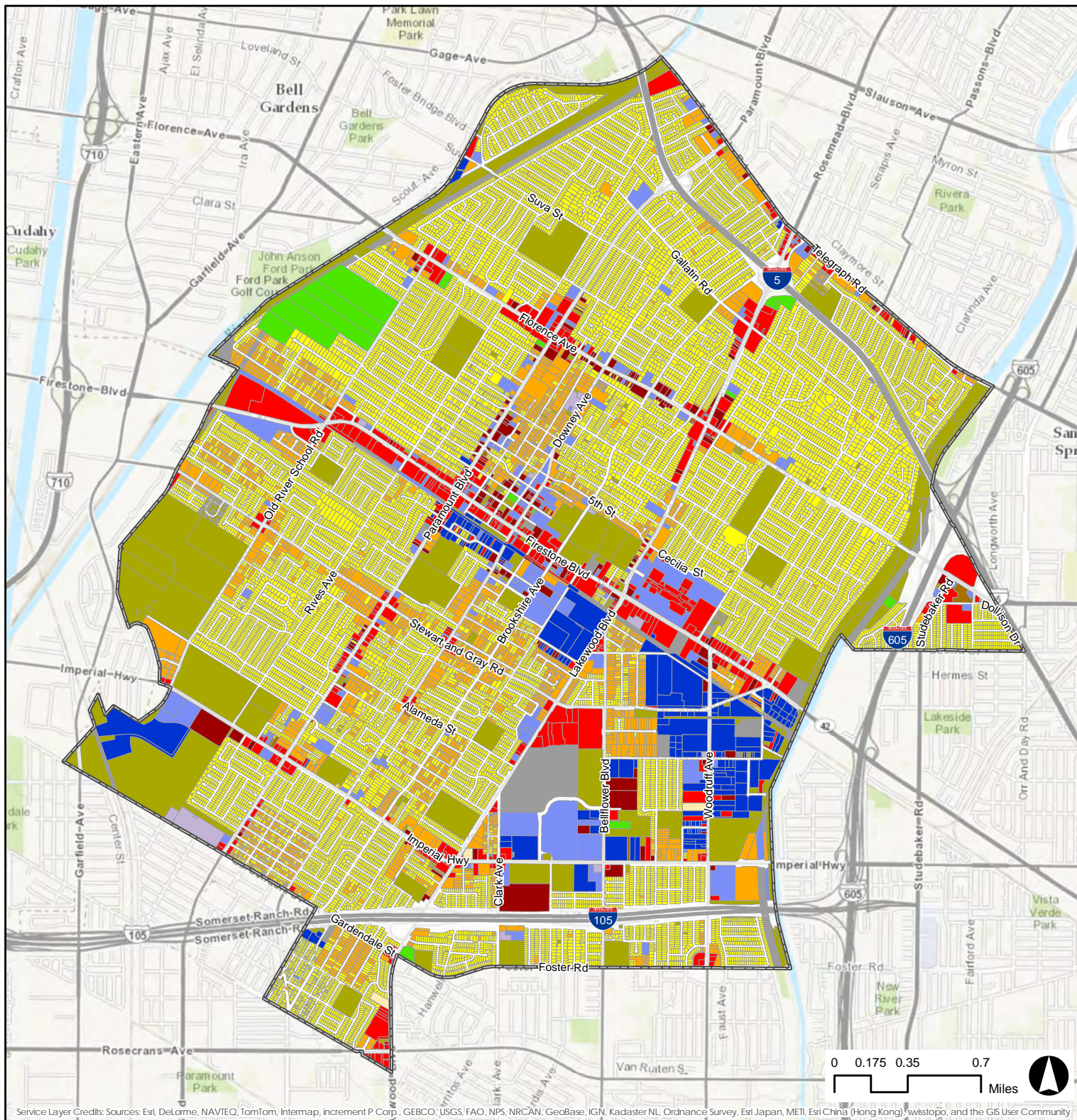
Zoning in City of Downey



Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

 C-1	 M-1	 R-1 5,000	 SP 85-1 (Rancho Los Amigos)
 C-2	 M-2	 R-1 6,000	 SP 88-1 (Rancho Business Park)
 C-3	 O-S	 R-1 7,500	 SP 89-1 (Stonewood)
 C-M	 O-S (PM)	 R-2	 SP 90-1 (Florence/I-5)
 C-P	 O-S (PU)	 R-3	 SP 91-2 (Lakewood/Firestone)
 DDSP (Downtown Downey)	 P-B	 R-3-O	 TLSP (Tierra Luna)
 H-M	 R-1 10,000	 SP 01-1 (Downey Landing)	

Existing Land Use in City of Downey



Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

- | | | |
|--|--|--|
| Single Family Residential | Education | Open Space and Recreation |
| Multi-Family Residential | Military Installations | Agriculture |
| Mobile Homes and Trailer Parks | Industrial | Vacant |
| Mixed Residential | Transportation, Communications, and Utilities | Water |
| General Office | Mixed Commercial and Industrial | Under Construction |
| Commercial and Services | Mixed Residential and Commercial | Undevelopable or Protected Land |
| Facilities | | Unknown |

Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species in City of Downey



Protected Open Space in City of Downey



- | | | | |
|---------------------|--------------------------|---------------------|----------------------|
| Accessway | Parks and Recreation | Terrestrial Habitat | Water Supply |
| Historical/Cultural | Forestry | Flood Control | Unknown or Other Use |
| Open Space | Plant and Animal Habitat | Water Quality | |

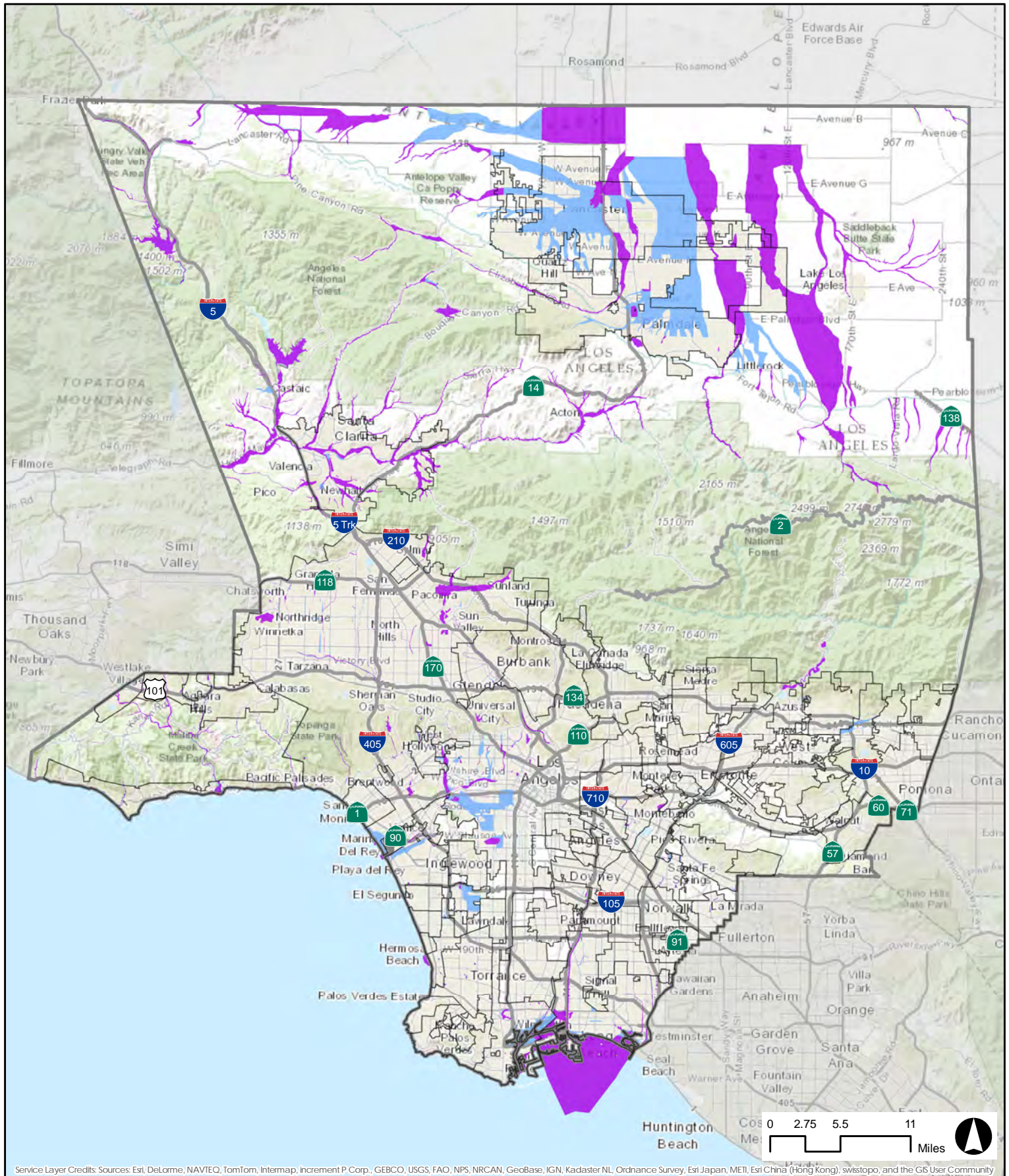
Farmland in City of Downey



Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

- | | | |
|----------------------------------|---|-------------------------|
| Prime Farmland | Other Land | Urban and Built-Up Land |
| Farmland of Statewide Importance | Confined Animal Agriculture | Water Area |
| Unique Farmland | Nonagricultural or Natural Vegetation | Irrigated Farmland |
| Grazing Land | Vacant or Disturbed Land | Nonirrigated Farmland |
| Farmland of Local Importance | Rural Residential Land | Out of Survey Area |
| Farmland of Local Potential | Semi-agricultural and Rural Commercial Land | |

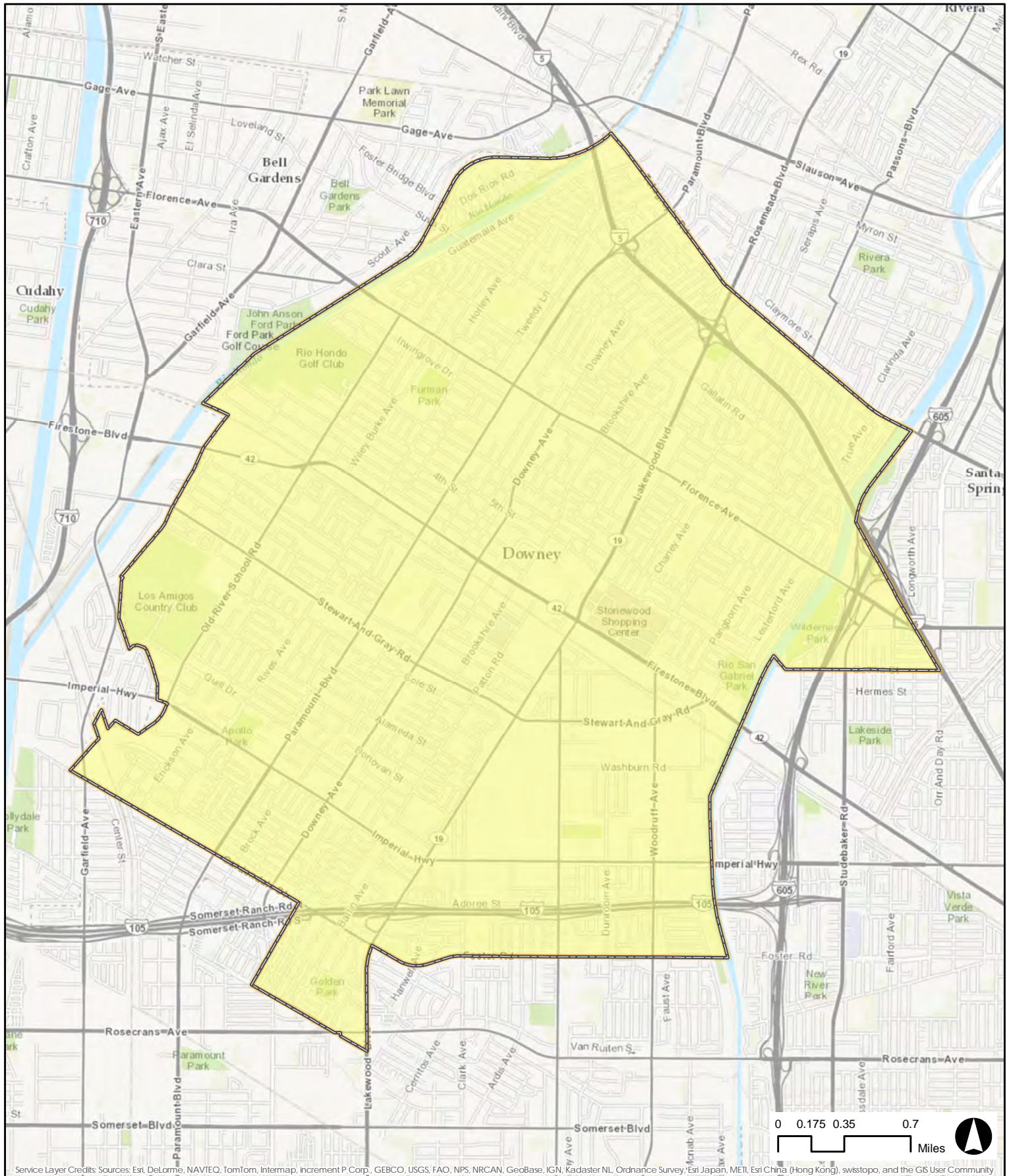
Federally Designated Flood Hazard Zones in Los Angeles County





City Boundary
 County Boundary
 100-year Flood Hazard Zone
 500-year Flood Hazard Zone

[illegible]

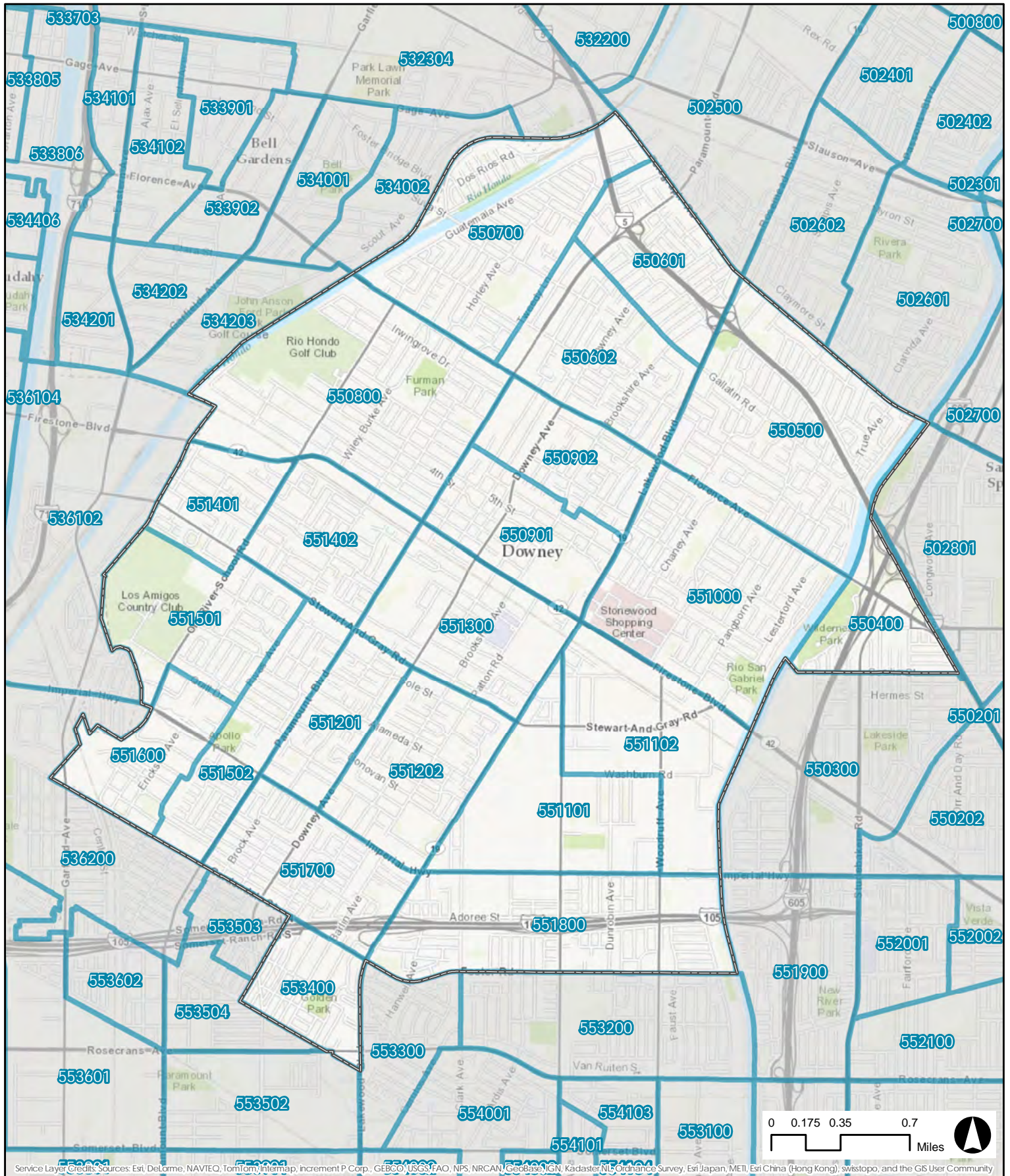
Sphere of Influence for City of Downey



 City Boundary

 Sphere of Influence

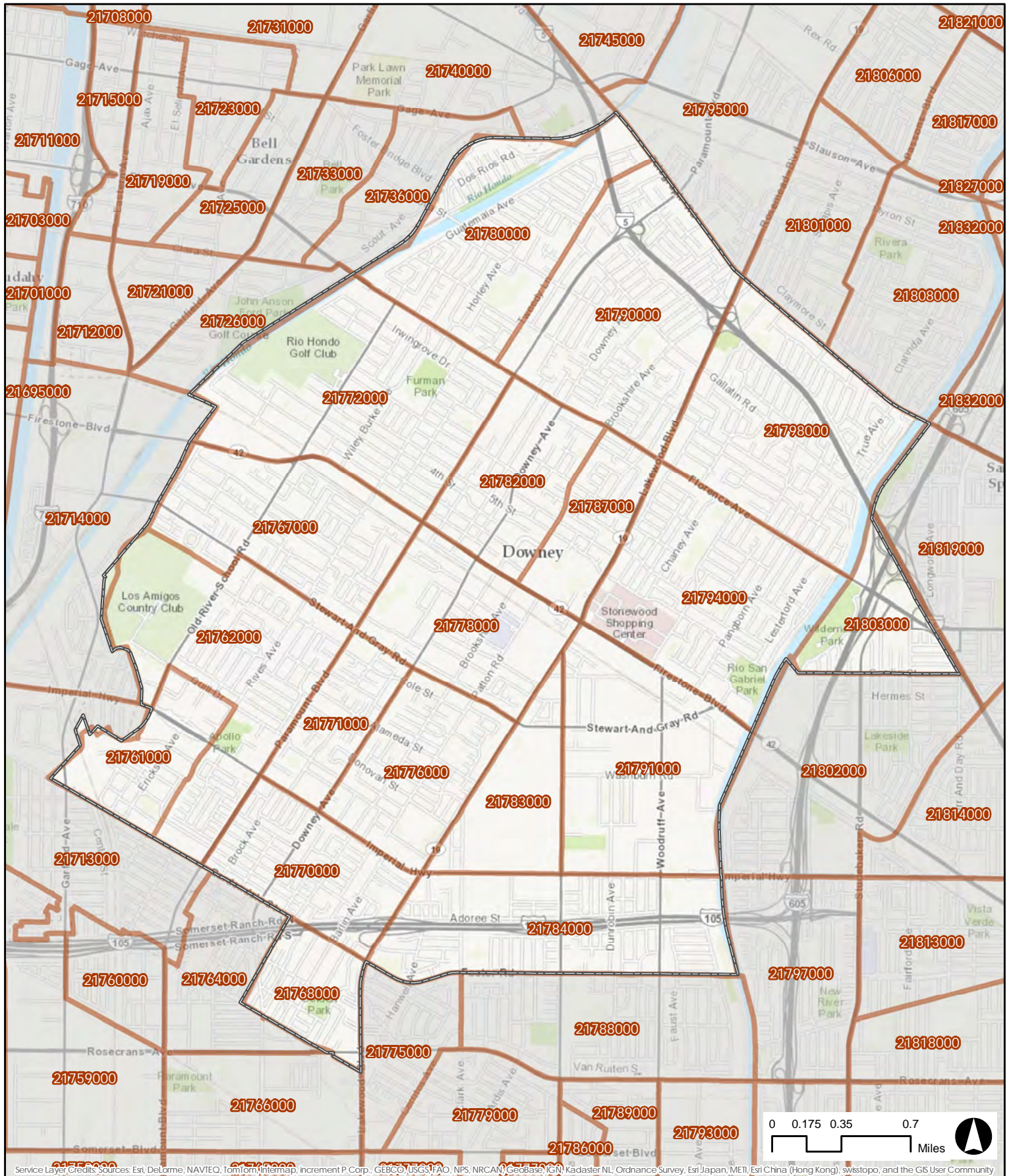
Census Tracts in City of Downey




City Boundary

2010 Census Tracts

Transportation Analysis Zones in City of Downey



 City Boundary

 Transportation Analysis Zones (TAZ)

Subregion - General Plan Update Progress Summary

County	Subregion	Cities in Subregion	Waiting for Data	Provided Data	Updated	Updated Per Subregion (%)
Imperial	ICTC	8	4	4	4	50%
Los Angeles	ARROYO VERDUGO	3	0	3	3	100%
Los Angeles	CITY OF LOS ANGELES	3	1	2	1	67%
Los Angeles	GCCOG	26	13	13	13	50%
Los Angeles	LAS VIRGENES MALIBU COG	5	2	3	3	60%
Los Angeles	NORTH LOS ANGELES COUNTY	3	0	3	3	100%
Los Angeles	SGVCOG	30	21	9	8	30%
Los Angeles	SBCCOG	15	5	10	9	67%
Los Angeles	WCCOG	4	0	4	4	100%
Orange	OCCOG	35	16	19	18	54%
Riverside	CVAG	10	5	5	5	50%
Riverside	WRCOG	19	11	8	8	42%
San Bernardino	SANBAG	25	5	20	20	80%
Ventura	VCOG	11	4	7	7	64%
Totals		197	87	110	106	
		100%	44%	56%		

(Please note that San Fernando Valley Council of Governments (SFVCOG) is not included to avoid double counting of city numbers.)

County	Subregion	City	Status
Imperial	ICTC	Brawley city	Finished
Imperial	ICTC	Calexico city	Contacted
Imperial	ICTC	Calipatria city	Contacted
Imperial	ICTC	El Centro city	Contacted
Imperial	ICTC	Holtville city	Finished
Imperial	ICTC	Imperial city	Finished
Imperial	ICTC	Unincorporated - Imperial County	Finished
Imperial	ICTC	Westmorland city	Contacted
Los Angeles	ARROYO VERDUGO	Burbank city	Finished
Los Angeles	ARROYO VERDUGO	Glendale city	Finished
Los Angeles	ARROYO VERDUGO	La Canada Flintridge city	Finished
Los Angeles	CITY OF LOS ANGELES	Los Angeles city	Finished
Los Angeles	CITY OF LOS ANGELES	San Fernando city	Waiting for Data
Los Angeles	CITY OF LOS ANGELES	Unincorporated - LA County	Updating
Los Angeles	GCCOG	Artesia city	Waiting for Data
Los Angeles	GCCOG	Avalon city	Finished
Los Angeles	GCCOG	Bell city	Contacted
Los Angeles	GCCOG	Bell Gardens city	Finished
Los Angeles	GCCOG	Bellflower city	Contacted
Los Angeles	GCCOG	Cerritos city	Finished
Los Angeles	GCCOG	Commerce city	Contacted
Los Angeles	GCCOG	Compton city	Finished
Los Angeles	GCCOG	Cudahy city	Contacted
Los Angeles	GCCOG	Downey city	Finished
Los Angeles	GCCOG	Hawaiian Gardens city	Finished
Los Angeles	GCCOG	Huntington Park city	Contacted
Los Angeles	GCCOG	La Habra Heights city	Contacted
Los Angeles	GCCOG	La Mirada city	Contacted
Los Angeles	GCCOG	Lakewood city	Finished
Los Angeles	GCCOG	Long Beach city	Finished
Los Angeles	GCCOG	Lynwood city	Contacted
Los Angeles	GCCOG	Maywood city	Finished
Los Angeles	GCCOG	Norwalk city	Waiting for Data
Los Angeles	GCCOG	Paramount city	Finished
Los Angeles	GCCOG	Pico Rivera city	Finished
Los Angeles	GCCOG	Santa Fe Springs city	Finished
Los Angeles	GCCOG	Signal Hill city	Waiting for Data
Los Angeles	GCCOG	South Gate city	Waiting for Data
Los Angeles	GCCOG	Vernon city	Contacted
Los Angeles	GCCOG	Whittier city	Finished
Los Angeles	LAS VIRGENES MALIBU COG	Agoura Hills city	Finished
Los Angeles	LAS VIRGENES MALIBU COG	Calabasas city	Finished
Los Angeles	LAS VIRGENES MALIBU COG	Hidden Hills city	Contacted
Los Angeles	LAS VIRGENES MALIBU COG	Malibu city	Finished
Los Angeles	LAS VIRGENES MALIBU COG	Westlake Village city	Contacted
Los Angeles	NORTH LOS ANGELES COUNTY	Lancaster city	Finished
Los Angeles	NORTH LOS ANGELES COUNTY	Palmdale city	Finished
Los Angeles	NORTH LOS ANGELES COUNTY	Santa Clarita city	Finished
Los Angeles	SGVCOG	Alhambra city	Contacted
Los Angeles	SGVCOG	Arcadia city	Contacted
Los Angeles	SGVCOG	Azusa city	Finished
Los Angeles	SGVCOG	Baldwin Park city	Finished
Los Angeles	SGVCOG	Bradbury city	Contacted
Los Angeles	SGVCOG	Claremont city	Finished

County	Subregion	City	Status
Los Angeles	SGVCOG	Covina city	Contacted
Los Angeles	SGVCOG	Diamond Bar city	Contacted
Los Angeles	SGVCOG	Duarte city	Finished
Los Angeles	SGVCOG	El Monte city	Finished
Los Angeles	SGVCOG	Glendora city	Finished
Los Angeles	SGVCOG	Industry city	Contacted
Los Angeles	SGVCOG	Irwindale city	Contacted
Los Angeles	SGVCOG	La Puente city	Contacted
Los Angeles	SGVCOG	La Verne city	Contacted
Los Angeles	SGVCOG	Monrovia city	Waiting for Data
Los Angeles	SGVCOG	Montebello city	Waiting for Data
Los Angeles	SGVCOG	Monterey Park city	Waiting for Data
Los Angeles	SGVCOG	Pasadena city	Updating
Los Angeles	SGVCOG	Pomona city	Contacted
Los Angeles	SGVCOG	Rosemead city	Finished
Los Angeles	SGVCOG	San Dimas city	Waiting for Data
Los Angeles	SGVCOG	San Gabriel city	Waiting for Data
Los Angeles	SGVCOG	San Marino city	Waiting for Data
Los Angeles	SGVCOG	Sierra Madre city	Waiting for Data
Los Angeles	SGVCOG	South El Monte city	Contacted
Los Angeles	SGVCOG	South Pasadena city	Finished
Los Angeles	SGVCOG	Temple City city	Waiting for Data
Los Angeles	SGVCOG	Walnut city	Waiting for Data
Los Angeles	SGVCOG	West Covina city	Contacted
Los Angeles	SBCCOG	Carson city	Finished
Los Angeles	SBCCOG	El Segundo city	Finished
Los Angeles	SBCCOG	Gardena city	Waiting for Data
Los Angeles	SBCCOG	Hawthorne city	Contacted
Los Angeles	SBCCOG	Hermosa Beach city	Finished
Los Angeles	SBCCOG	Inglewood city	Finished
Los Angeles	SBCCOG	Lawndale city	Waiting for Data
Los Angeles	SBCCOG	Lomita city	Finished
Los Angeles	SBCCOG	Manhattan Beach city	Finished
Los Angeles	SBCCOG	Palos Verdes Estates city	Finished
Los Angeles	SBCCOG	Rancho Palos Verdes city	Updating
Los Angeles	SBCCOG	Redondo Beach city	Finished
Los Angeles	SBCCOG	Rolling Hills city	Waiting for Data
Los Angeles	SBCCOG	Rolling Hills Estates city	Emailed
Los Angeles	SBCCOG	Torrance city	Finished
Los Angeles	WCCOG	Beverly Hills city	Finished
Los Angeles	WCCOG	Culver City city	Finished
Los Angeles	WCCOG	Santa Monica city	Finished
Los Angeles	WCCOG	West Hollywood city	Finished
Orange	OCCOG	Aliso Viejo	Finished
Orange	OCCOG	Anaheim city	Finished
Orange	OCCOG	Brea	Finished
Orange	OCCOG	Buena Park	Waiting for Data
Orange	OCCOG	Costa Mesa city	Finished
Orange	OCCOG	Cypress	Waiting for Data
Orange	OCCOG	Dana Point	Waiting for Data
Orange	OCCOG	Fountain Valley	Contacted
Orange	OCCOG	Fullerton	Finished
Orange	OCCOG	Garden Grove	Finished
Orange	OCCOG	Huntington Beach city	Finished

County	Subregion	City	Status
Orange	OCCOG	Irvine City	Finished
Orange	OCCOG	La Habra City	Finished
Orange	OCCOG	La Palma city	Contacted
Orange	OCCOG	Laguna Beach city	Waiting for Data
Orange	OCCOG	Laguna Hills city	Contacted
Orange	OCCOG	Laguna Niguel city	Finished
Orange	OCCOG	Laguna Woods city	Waiting for Data
Orange	OCCOG	Lake Forest city	Contacted
Orange	OCCOG	Los Alamitos city	Updating
Orange	OCCOG	Mission Viejo city	Finished
Orange	OCCOG	Newport Beach city	Finished
Orange	OCCOG	Orange city	Finished
Orange	OCCOG	Placentia city	Contacted
Orange	OCCOG	Rancho Santa Margarita city	Finished
Orange	OCCOG	San Clemente city	Contacted
Orange	OCCOG	San Juan Capistrano city	Finished
Orange	OCCOG	Santa Ana city	Finished
Orange	OCCOG	Seal Beach city	Finished
Orange	OCCOG	Stanton city	Waiting for Data
Orange	OCCOG	Tustin city	Finished
Orange	OCCOG	Unincorporated - Orange County	Waiting for Data
Orange	OCCOG	Villa Park city	Contacted
Orange	OCCOG	Westminster city	Contacted
Orange	OCCOG	Yorba Linda city	Contacted
Riverside	CVAG	Blythe	Emailed
Riverside	CVAG	Cathedral City	Finished
Riverside	CVAG	Coachella	Finished
Riverside	CVAG	Desert Hot Springs	Contacted
Riverside	CVAG	Indian Wells city	Finished
Riverside	CVAG	Indio city	Contacted
Riverside	CVAG	La Quinta	Waiting for Data
Riverside	CVAG	Palm Desert	Finished
Riverside	CVAG	Palm Springs city	Finished
Riverside	CVAG	Rancho Mirage city	Contacted
Riverside	WRCOG	Banning	Finished
Riverside	WRCOG	Beaumont	Waiting for Data
Riverside	WRCOG	Calimesa	Contacted
Riverside	WRCOG	Canyon Lake	Waiting for Data
Riverside	WRCOG	Corona city	Waiting for Data
Riverside	WRCOG	Eastvale	Waiting for Data
Riverside	WRCOG	Hemet	Waiting for Data
Riverside	WRCOG	Jurupa Valley	Waiting for Data
Riverside	WRCOG	Lake Elsinore	Finished
Riverside	WRCOG	Menifee	Finished
Riverside	WRCOG	Moreno Valley	Finished
Riverside	WRCOG	Murrieta	Finished
Riverside	WRCOG	Norco	Waiting for Data
Riverside	WRCOG	Perris	Waiting for Data
Riverside	WRCOG	Riverside	Finished
Riverside	WRCOG	San Jacinto	Finished
Riverside	WRCOG	Temecula	Waiting for Data
Riverside	WRCOG	Unincorporated - Riverside County	Finished
Riverside	WRCOG	Wildomar	Waiting for Data
San Bernardino	SANBAG	Adelanto city	Finished

County	Subregion	City	Status
San Bernardino	SANBAG	Apple Valley town	Finished
San Bernardino	SANBAG	Barstow city	Finished
San Bernardino	SANBAG	Big Bear Lake city	Finished
San Bernardino	SANBAG	Chino city	Finished
San Bernardino	SANBAG	Chino Hills city	Finished
San Bernardino	SANBAG	Colton	Waiting for Data
San Bernardino	SANBAG	Fontana city	Finished
San Bernardino	SANBAG	Grand Terrace city	Finished
San Bernardino	SANBAG	Hesperia city	Finished
San Bernardino	SANBAG	Highland city	Finished
San Bernardino	SANBAG	Loma Linda city	Finished
San Bernardino	SANBAG	Montclair city	Finished
San Bernardino	SANBAG	Needles city	Finished
San Bernardino	SANBAG	Ontario city	Finished
San Bernardino	SANBAG	Rancho Cucamonga city	Finished
San Bernardino	SANBAG	Redlands city	Waiting for Data
San Bernardino	SANBAG	Rialto city	Waiting for Data
San Bernardino	SANBAG	San Bernardino city	Finished
San Bernardino	SANBAG	Twentynine Palms city	Finished
San Bernardino	SANBAG	Unincorporated - San Bernardino County	Finished
San Bernardino	SANBAG	Upland city	Waiting for Data
San Bernardino	SANBAG	Victorville city	Finished
San Bernardino	SANBAG	Yucaipa city	Finished
San Bernardino	SANBAG	Yucca Valley town	Waiting for Data
Ventura	VCOG	Camarillo city	Finished
Ventura	VCOG	Fillmore city	Waiting for Data
Ventura	VCOG	Moorpark city	Waiting for Data
Ventura	VCOG	Ojai city	Finished
Ventura	VCOG	Oxnard city	Waiting for Data
Ventura	VCOG	Port Hueneme city	Waiting for Data
Ventura	VCOG	San Buenaventura (Ventura) city	Finished
Ventura	VCOG	Santa Paula city	Finished
Ventura	VCOG	Simi Valley city	Finished
Ventura	VCOG	Thousand Oaks city	Finished
Ventura	VCOG	Unincorporated - Ventura County	Finished

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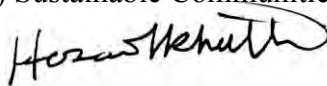
REPORT

DATE: August 1, 2013

TO: Community, Economic and Human Development Committee (CEHD)

FROM: Ping Chang, Program Manager, chang@scag.ca.gov, (213)236-1839

SUBJECT: Strategic Growth Council (SGC) Sustainable Communities Planning Grant Draft Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Since 2010, the California Strategic Growth Council (SGC) has awarded two (2) cycles of Sustainable Communities Planning Grants of approximately \$50 million to foster the development of sustainable communities throughout California. For the third and last cycle of the grant application process, scheduled to begin in November 2013, approximately \$15.7 million will be available. On July 5, 2013, SGC released a "Workshop Draft" of the 2013 Update to the Program Guidelines for the Sustainable Communities Planning Grant and Incentives Program (Draft Grant Guidelines), containing substantive changes from the previous cycles. During the month of July, SGC held four (4) workshops across the state to receive input on the Draft Grant Guidelines, including one (1) workshop held at SCAG's Los Angeles office. SCAG staff comments on the Draft Grant Guidelines are attached.

STRATEGIC PLAN:

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

The Sustainable Communities Planning Grant is funded by Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. It authorized the Legislature to appropriate \$90 million for planning grants and incentives that achieve sustainability objectives. SB 732 (Steinberg) (Chapter 13, Statutes of 2008), established the Strategic Growth Council (SGC) and directed them, among others, to manage and award the Sustainable Communities Planning Grant Program.

The Sustainable Communities Planning Grant Program is intended to foster the development of sustainable communities throughout California. Sustainable communities shall promote equity, strengthen the economy, protect the environment and promote healthy, safe communities. The principal goal of the program is to fund the development and implementation of plans that lead to significant reductions in greenhouse gas emissions in a manner consistent with State Planning Priorities (as defined by Government Code Section 65041.1). Furthermore, funded activities are intended to achieve the following Program Objectives: improve air and water quality; promote public health; promote equity; increase housing affordability; increase infill and compact development; revitalize urban and community centers; protect natural resources and agricultural lands; reduce automobile usage and fuel consumption; improve infrastructure systems; promote water conservation; promote energy efficiency and conservation; and

strengthen the economy.

The Draft Grant Guidelines include primarily the following changes from the previous two cycles:

- Lower the maximum grant amount per proposal from \$1 million to \$500,000 except for joint proposals;
- Re-organize the three (3) Focus Areas including a new emphasis on collaborative community planning for High-Speed Rail;
- A new provision on Environmental Justice (EJ) set-aside proposals (as further described below);
- Greater emphasis on local/regional collaboration; and
- A new local match requirement: a minimum 10% with at least 5% of the requested grant amount as cash match, which is waived for the EJ set-aside grants.

Eligible applicants include cities, counties, Metropolitan Planning Organizations (MPOs), Joint Powers Authorities (JPAs), Regional Transportation Planning Agencies (RTPAs), Councils of Governments (COGs), or combinations thereof. The three (3) Focus Areas and the respective eligible lead applicants are as follows:

Focus Area #1: Innovative Incentives for Sustainable Development Implementation
Eligible Lead Applicants: Cities, Counties, MPOs, RTPAs, JPAs and COGs

Focus Area #2: Sustainable Community Planning in Transit Priority Planning Areas
Eligible Lead Applicants: Cities and Counties

Focus Area #3: Collaborative Community Planning in Preparation for High Speed Rail
Eligible Lead Applicants: Cities, Counties, MPOs, RTPAs, JPAs and COGs

It should be noted that twenty-five percent (25%) of the funding shall be set aside for proposals that include and specifically benefit Environmental Justice communities, which are defined as those communities that receive the top ten percent (10%) of statewide scores using the Cal/EPA CalEnviroScreen methodology. Proposals that apply for the Environmental Justice set-aside must still apply for any one of the three (3) Focus Areas. Only cities and counties are eligible lead applicants for EJ set-aside proposals.

Comments received on the Draft Grant Guidelines are expected to influence a Revised Draft of the Grant Guidelines, which will be discussed at the Strategic Growth Council's public meeting on August 22, 2013. A 30-day comment period will be provided for the Revised Draft, and a Final Draft is expected to be issued on October 25, 2013, and scheduled for SGC approval on November 5, 2013. The Draft Grant Guidelines are available at: <http://sgc.ca.gov/docs/funding/workshop-draft-guidelines-july2013.pdf>. The California Council of Governments (CALCOG) will review the guidelines and discuss this matter at their meeting on July 30th. SCAG comment letter to SGC is attached and will review the matter further with the Regional CEO Working Group at their next meeting.

FISCAL IMPACT:

Application to the upcoming SGC Sustainable Communities Planning Grant (last cycle), if successful, will result in additional planning funds for SCAG.

ATTACHMENT:

SCAG Staff Comment Letter on SCG Grant Guidelines



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County
Transportation Commission

(Via e-mail to grantguidelines@sgc.ca.gov by July 26, 2013)

July 24, 2013

Mr. Mike McCoy
Executive Director
Strategic Growth Council (SGC)
1400 Tenth Street
Sacramento, CA 95814

RE: Workshop Draft of the Sustainable Communities Planning Grant Program Guidelines

Dear Executive Director McCoy:

SCAG appreciates the Strategic Growth Council's leadership in guiding and assisting the implementation of sustainable communities strategies in the state. We appreciate the opportunity to comment on the "Workshop Draft of the Sustainable Communities Planning Grant Program Guidelines" (referred to as "Draft Grant Guidelines" hereafter).

As you know, after extensive bottom-up collaborative process with our transportation stakeholders, cities and counties, SCAG adopted the 2012-2035 Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) in April last year for a region with over 18 million population (almost half of the state population) in six counties and 191 cities.

The previous two rounds of the SGC Planning Grants have been valuable in assisting SCAG and local jurisdictions in our region to begin the implementation of the RTP/SCS. However, the resources needed in our region to implement the RTP/SCS have significantly exceeded the funding available as explained further below.

We appreciate the efforts of the SGC staff to update the Planning Grant Program Guideline based on the emerging needs and program implementation experience, and we would like to offer the following recommendations for your consideration:

- 1) Recommend that the current revision to the Grant Guideline be applied only to this round of Proposition 84 Funds (\$16 million), and be re-opened for revisions should additional funding become available (i.e., the \$30 million specified in SB 731 (Steinberg) or future grant funding opportunities from FY 15 Cap-and-Trade auction proceeds investment program distributed by the Administration.**

Some of the changes in the Draft Grant Guidelines, such as reducing the maximum grant amount from the \$1 million to \$500,000 except for joint proposals, may be appropriate under the current Prop 84 funding source with approximately \$16 million remaining. However, in the event that this grant program will continue to be funded under other funding sources, the grant guidelines should be re-opened for further revisions as appropriate.

2) If funding expanded in future, recommend that the guidelines consider a new Focused Area specifically for MPOs to support local planning leading to accelerated implementation of the adopted RTP/SCS.

MPOs have the statutory responsibility to achieve the California Air Resources Board approved GHG emission reduction targets. Transportation stakeholders will continue to implement transportation projects consistent with the approved RTP/SCS. MPOs are in a good position to be lead applicants to facilitate region-wide planning implementation of the RTP/SCS by local jurisdictions to effectively develop sustainable communities and reduce greenhouse gas emissions. Further, MPOs have the unique capacity to concurrently oversee and administer these types of multiple local community planning projects, which would accelerate greenhouse gas emission reductions and co-benefits. For example, since 2005, SCAG's Compass Blueprint Program (currently broadened to become Sustainability Program) has provided approximately \$13 million planning grants to over 130 local demonstration projects to promote sustainable communities in Southern California. As noted, however, the resources needed in our region to implement the RTP/SCS significantly exceed available funding. This conclusion is evident from the current SCAG Sustainability Program Call for Proposals for which we have received 76 proposals from local jurisdictions with over \$10 million request for only \$1 million funding available. The SGC funds will be well-utilized to support such similar MPO-led initiatives for local planning to support implementation of the RTP/SCS.

Thank you again for your leadership in facilitating the implementation of sustainable communities strategies throughout the state. SCAG looks forward to continued collaboration with state agencies, including SGC, to jointly support the local planning and implementation of the regional Sustainable Communities Strategy. Should you have any questions or comments on the above, please feel free to contact me at (213) 236-1944 or at ikhrata@scag.ca.gov.

Sincerely,



Hasan Ikhrata
Executive Director

CC Regional Council
Regional CEO Sustainability Working Group

DATE: August 1, 2013

TO: Energy and Environment Committee (EEC)
Community Economic and Human Development Committee (CEHD)
Transportation Committee (TC)

FROM: Marco Anderson, Senior Regional Planner, (213) 236-1879, anderson@scag.ca.gov

SUBJECT: Subregional Plug-in Electric Vehicle Deployment Plans and Atlases

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

On June 30, 2012, SCAG and the University of California Los Angeles (UCLA) Luskin Center research team submitted the final drafts of the South Bay Cities and Western Riverside County Plug-in Electric Vehicle (PEV) Deployment Plans & Atlases. This report will summarize the continuing subregional PEV Readiness activities and SCAG's contribution to these coordinated efforts.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2 – Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective A: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

In June 2011, SCAG and the South Coast Air Quality Management District (SCAQMD), in conjunction with their regional partners, applied for two (2) PEV readiness grants and were successful in both applications. The first grant, awarded by the U.S. Department of Energy (DOE), resulted in the development of six (6) Regional PEV Readiness Plans throughout the state of California, including one for Southern California.

The second grant was awarded by the California Energy Commission (CEC) and was the result of a collaborative effort between SCAG and SCAQMD in partnership with Southern California Edison (SCE), South Bay Cities Council of Governments (SBCCOG), and Western Riverside Council of Governments (WRCOG). The purpose of the project is to develop two (2) complementary subregional plans in collaboration with SBCCOG and WRCOG. SCAG is the lead agency authorized by CEC to accept and administer the award.

SCAG's staff and research team members will summarize the results, and cover some of the key recommendations for encouraging electric vehicle supply equipment (EVSE) siting and installation. The Subregional PEV Deployment Plans are each comprised of four (4) chapters covering a practical methodology that subregional entities, partner agencies, and local jurisdictions may follow to target promising sites to host publicly available charging stations. The Subregional PEV Atlases contain maps, charts, and data for every city within these two (2) subregional areas that illustrate factors which influence demand for charging equipment at specific locations.

Remaining tasks in the scope of work under the CEC Regional Plans to support PEVs include: 1) develop materials that describe the guidelines and best local and regional practices for PEV infrastructure permitting, installation, deployment, maintenance, and inspection as well as a plan for sharing such guidelines and best practices with the State; and 2) develop a catalogue of educational materials including presentations, brochures, and web content.

FISCAL IMPACT:

Staff and consultant efforts are funded with grants under 13-225.SCG01641.03. Additional grants opportunities are currently sought from state, federal, and private sources.

ATTACHMENT:

PowerPoint Presentation: “Subregional Plug-in Electric (PEV) Vehicle Deployment Plans and Atlases.”

Southern California Plug-In Electric Vehicle (PEV) Subregional Deployment

August 1, 2013



Background

- Complements the land use pattern in the RTP/SCS
- Southern CA is a key market for PEVs
- Effort supports SCAG's Economic Recovery and Job Creation Strategy



Regional PEV Infrastructure Planning

■ So Cal PEV Coordinating Council

- SCAQMD
- SCE and public utilities
- Subregions
- Local Governments
- Clean Cities Coalitions
- Universities
- Auto manufacturers
- Charging infrastructure m
- Installers
- And more every day...



Regional PEV Infrastructure Planning

SCAG awarded two grants

- U.S. Department of Energy
 - Statewide application led by SCAQMD
 - Award = \$1 million statewide, \$300,000 for SCAG and Clean Cities Coalitions
 - Goal: Six regional PEV infrastructure plans Completed December 2012
- California Energy Commission
 - Regional application co-led by SCAQMD & SCAG
 - Award = \$200,000
 - Goal: complete two subregional plans in the South Bay and Western Riverside Councils of Government

Regional PEV Infrastructure Planning

- Speaking at forums and workshops
- Holding regular SoCalPEVCC meetings
- Clearinghouse for PEV Readiness Information



Regional PEV Readiness Plan

- Conduct literature review
- Research market forces
- Analyze driver behavioral information
- Develop a Regional Plan for charging infrastructure
- Develop in-depth subregional plans for SBCCOG and WRCOG
- Participate in meetings and workshops

Barriers to PEV Adoption

- Vehicle cost
- Accessibility of Charging Stations
- Workplace charging
- Multi-family dwelling units
- Range anxiety
- Marginal Cost of Energy

Types of Electric Vehicles

Battery Electric Vehicle (BEV)

- Powered exclusively by the electricity from its on-board battery, which replenishes its battery by plugging-in to the grid, or charging
- Sometimes referred to as "pure" EVs
- Nissan LEAF, SMART EV, Fiat 500e, BMW E-ACTIV

Extended Range Electric Vehicle

- Operates as a battery electric vehicle for a certain number of miles
- After the battery has been discharged, a gas engine powers an electric generator for several hundred miles of "extended-range" driving

Plug-in Hybrid Electric Vehicle (PHEV)

- Has a battery that can be charged off board by plugging into the grid and enables it to travel a certain number of miles solely on electricity
- Operates as a hybrid vehicle once electric-only range is exceeded
- Toyota PEV Prius, Chevy Volt

Fuel Cell Electric Vehicle

- Converts the chemical energy from a fuel (hydrogen) into electricity through a chemical reaction to drive an electric motor.
- Emits only heat and water
- Honda Clarity, Toyota FCEV,

Hybrid Electric Vehicle (Hybrid)

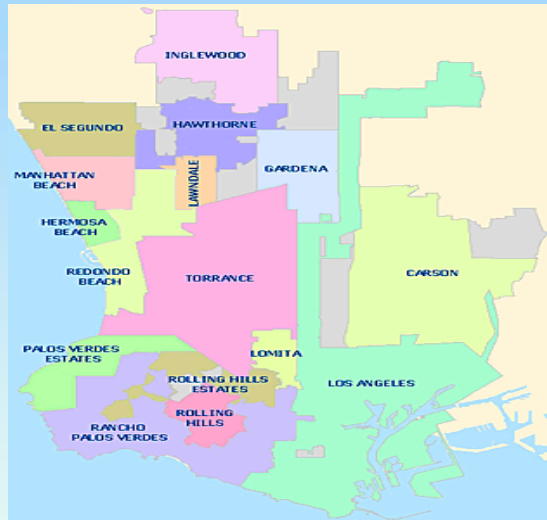
- Uses both electric motor and an internal combustion engine to propel the vehicle
- Toyota Prius, Kia Optima Hybrid, Ford Fusion Hybrid, etc.

SUBREGIONAL PEV PLANNING

Subregional PEV Planning

- How do we identify where charging opportunities are for MUDs, workplace, retail and single family?
- Why?
 - prioritize planning reforms (permit streamlining, zoning, building codes, parking,) by city as well
 - locate demonstration projects on best parcels.
- Example: MUDs and Workplaces South Bay Cities Council of Government Southern California.

South Bay Cities Council of Governments (SBCCOG)



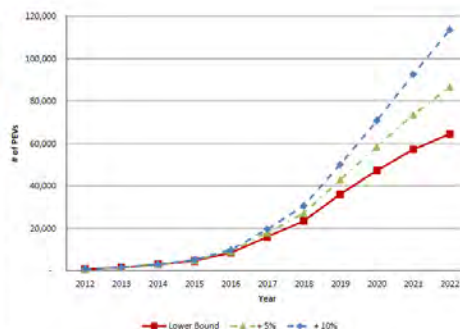
Growth in Plug-in EV Registrations, SBCCOG region

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

UCLA Institute of Public Affairs
Luskin Center
Public Policy Research Center

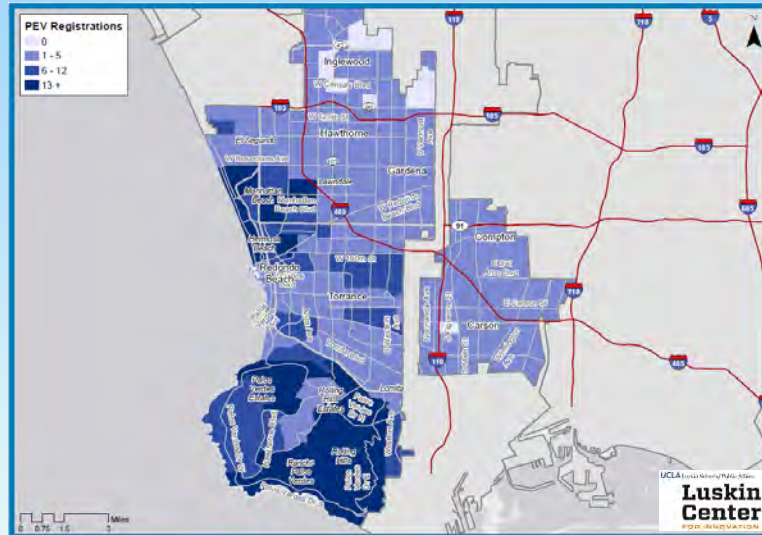
PEV Growth

Year	Cumulative PEV registrations*		
	Lower Bound	+ 5%	+ 10%
2012	747	747	747
2013	1,494	1,494	1,494
2014	2,885	2,960	2,988
2015	4,592	4,859	5,054
2016	8,423	9,155	9,776
2017	15,954	17,799	19,496
2018	23,424	27,023	30,574
2019	36,020	42,906	50,072
2020	47,212	58,382	70,636
2021	57,101	73,530	92,495
2022	64,359	86,552	113,501

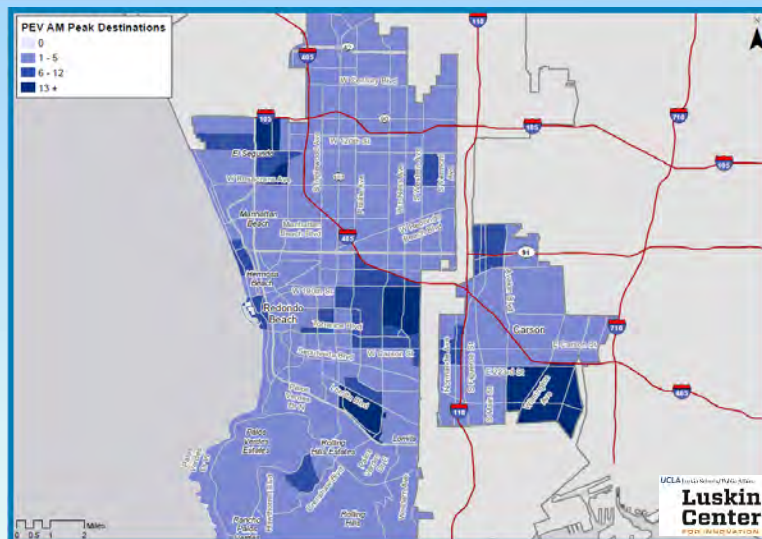


* The +5% and +10% projections begin in 2014, when uncertainty becomes greater.

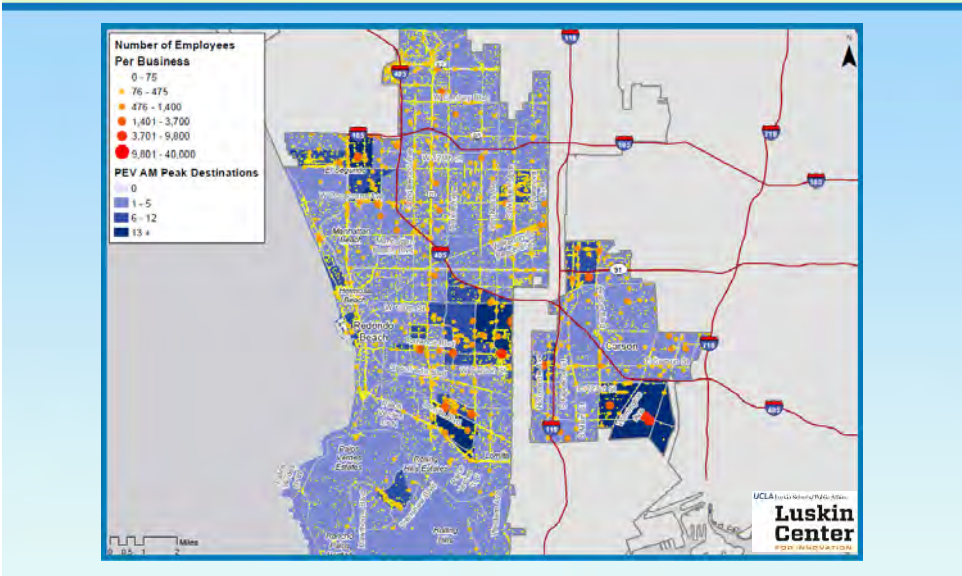
PEV Registrations by TAZ (Polk Registration Data)



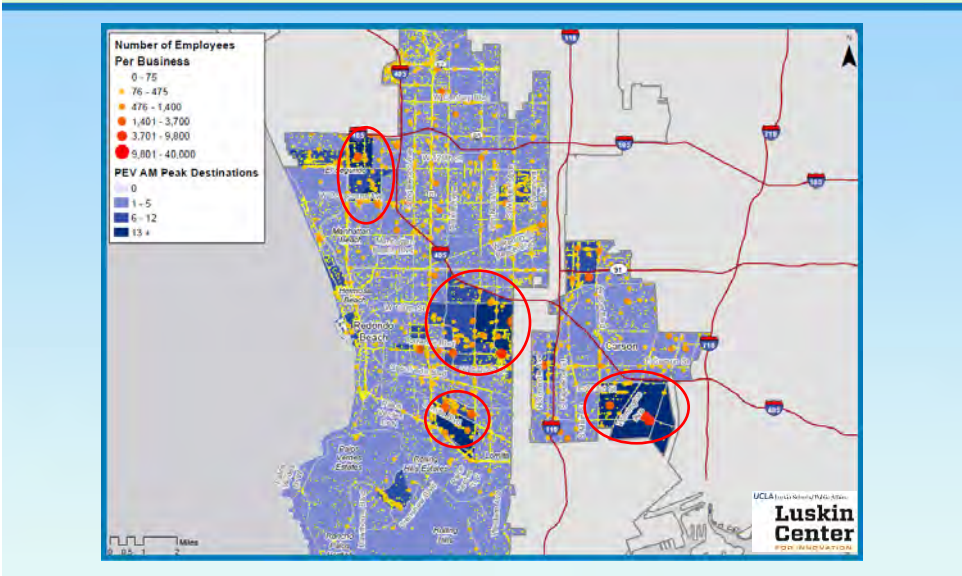
PEV Morning Peak Destinations (SCAG Transportation Model)



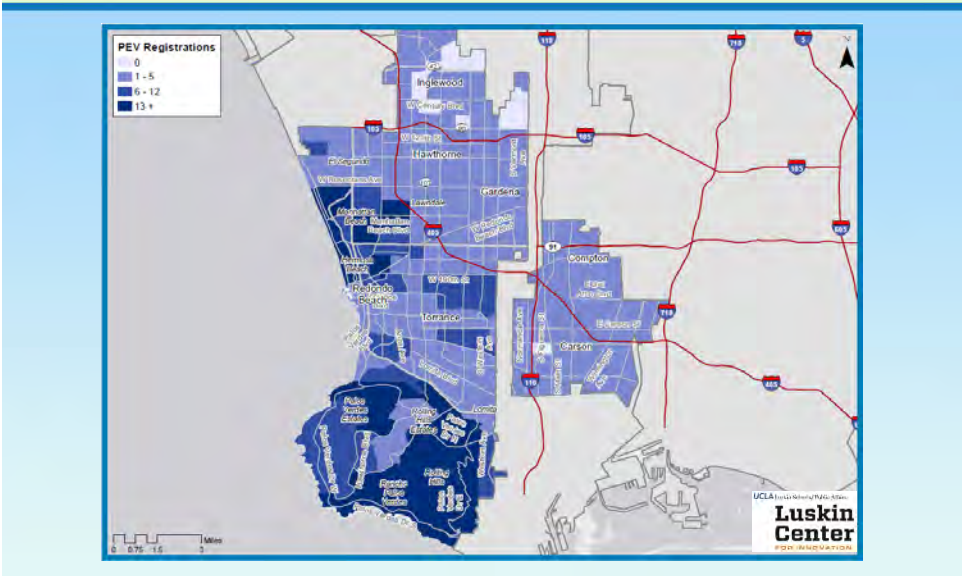
PEV Morning Peak Destinations and Workplaces by Number of Employees



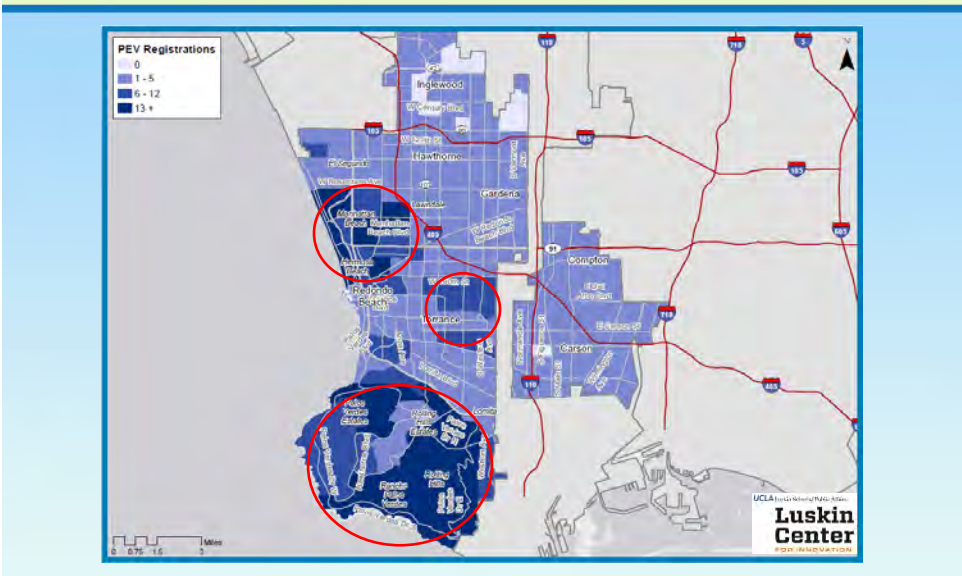
PEV Morning Peak Destinations, Workplaces, and Employment Clusters



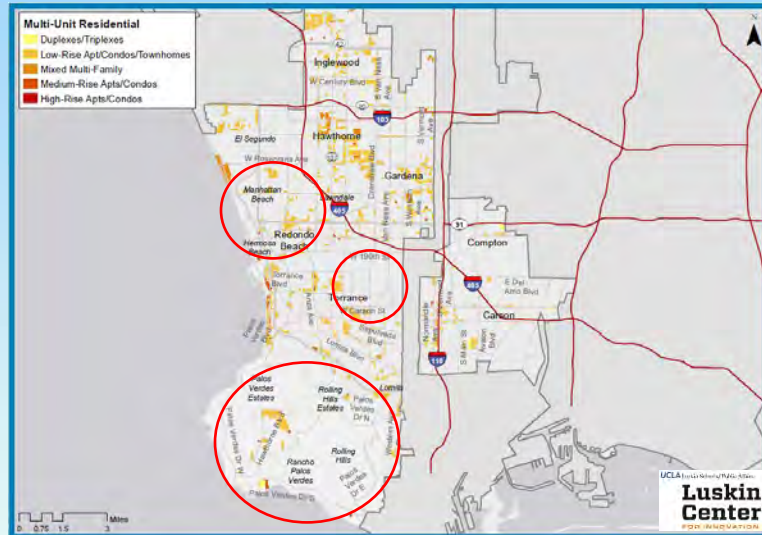
PEV Registrations by TAZ



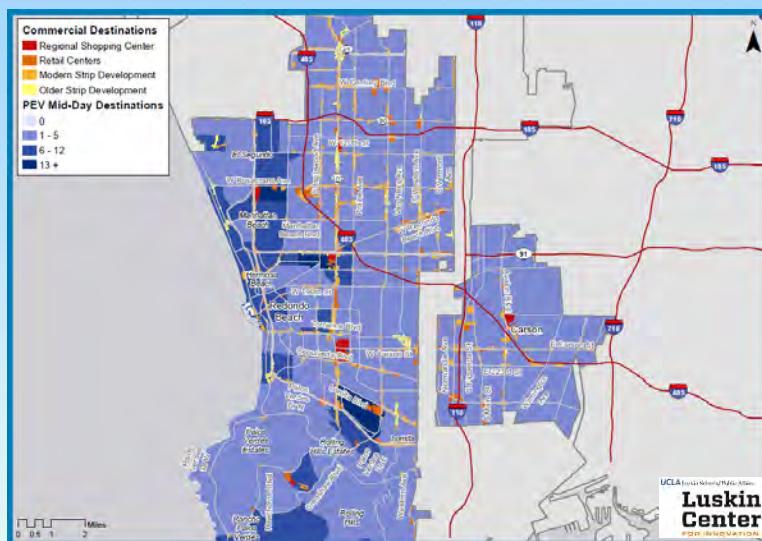
PEV Registrations by TAZ and Residential Clusters



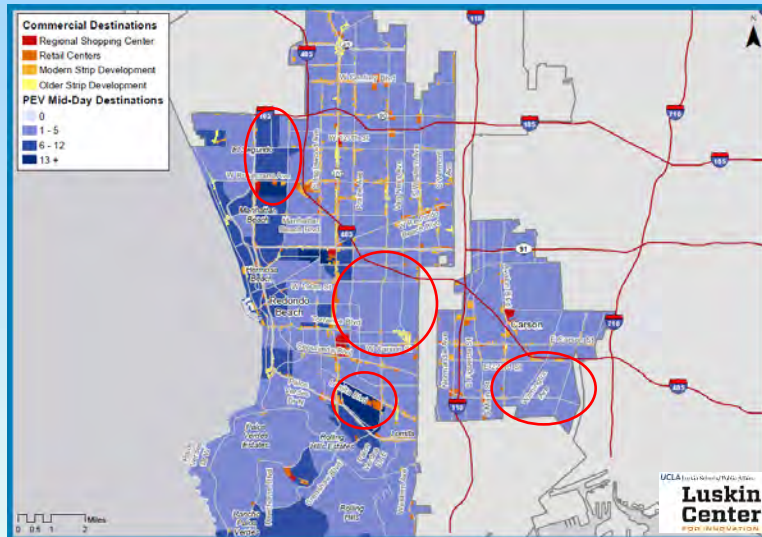
Multi-Unit Residential Dwelling by Type and Residential Clusters



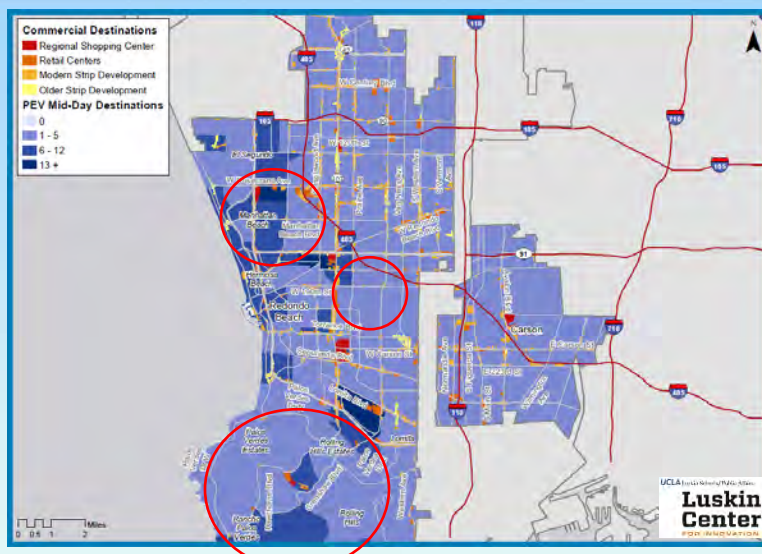
PEV Mid-Day Destinations and Retail Locations



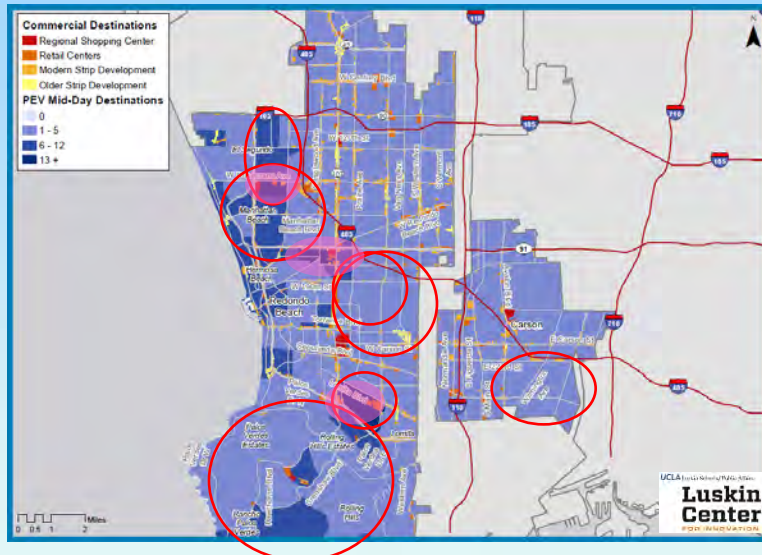
PEV Mid-Day Destinations, Retail Locations, and Employment Clusters



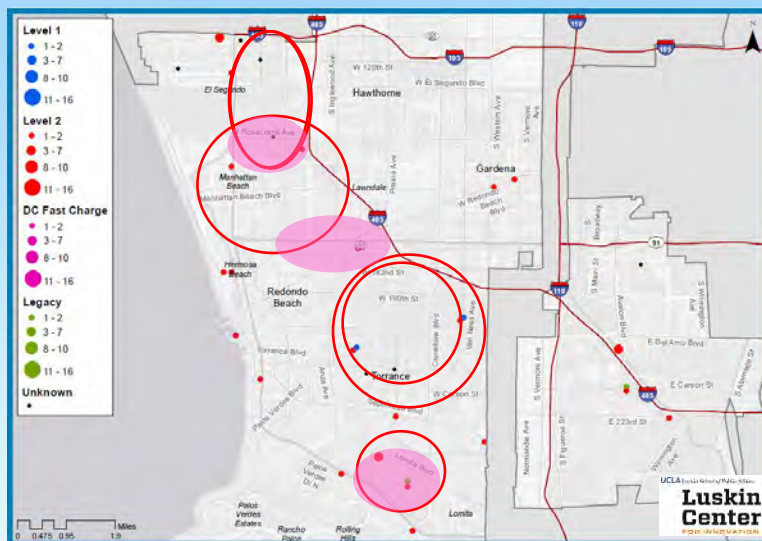
PEV Mid-Day Destinations, Retail Locations, and Residential Clusters



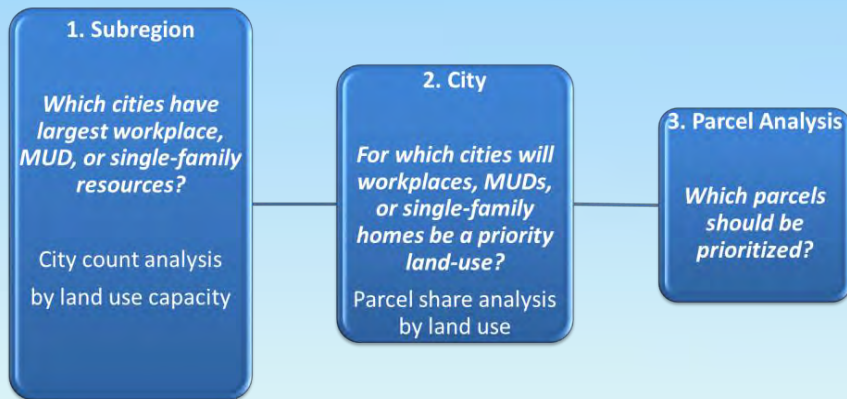
PEV Mid-Day Destinations, Retail Locations, Target Areas



Publicly Accessible Charging Stations (Summer/Fall 2012)



Levels of PEV Planning in Subregional PEV Deployment Plans



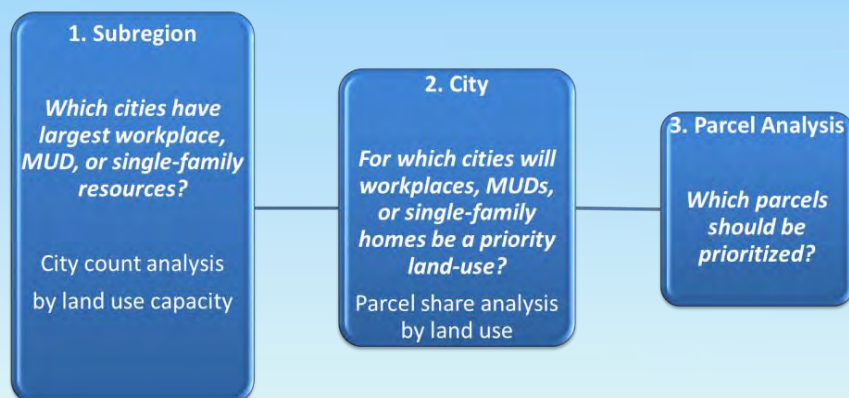
Estimated parking spaces, employment land use, South Bay Cities

	Employee Count	MUD Count	Single-Family Count
Torrance	97,325	22,709	35,771
El Segundo	61,492	3,721	3,582
Carson	49,776	2,920	22,935
Inglewood	28,604	21,117	18,192
Gardena	24,951	9,427	12,944
Redondo Beach	23,471	14,175	16,091
Hawthorne	19,411	19,689	10,345
Manhattan Beach	17,139	3,215	12,044
Hermosa Beach	5,865	5,080	5,401
Lawndale	5,783	3,170	7,419
Rancho Palos Verdes	4,713	2,340	13,452
Rolling Hills Estates	4,268	156	2,928
Lomita	3,096	2,695	5,383
Palos Verdes Estates	2,028	356	4,922
Rolling Hills	237	0	689

Estimated parking spaces by employee *share*, South Bay Cities

	% Employee	% MUD	% Single-Family
El Segundo	89%	5%	5%
Carson	66%	4%	30%
Torrance	62%	15%	23%
Rolling Hills Estates	58%	2%	40%
Manhattan Beach	53%	10%	37%
Gardena	53%	20%	27%
Redondo Beach	44%	26%	30%
Inglewood	42%	31%	27%
Hawthorne	39%	40%	21%
Hermosa Beach	36%	31%	33%
Lawndale	35%	19%	45%
Palos Verdes Estates	28%	5%	67%
Lomita	28%	24%	48%
Rolling Hills	26%	0%	74%
Rancho Palos Verdes	23%	11%	66%

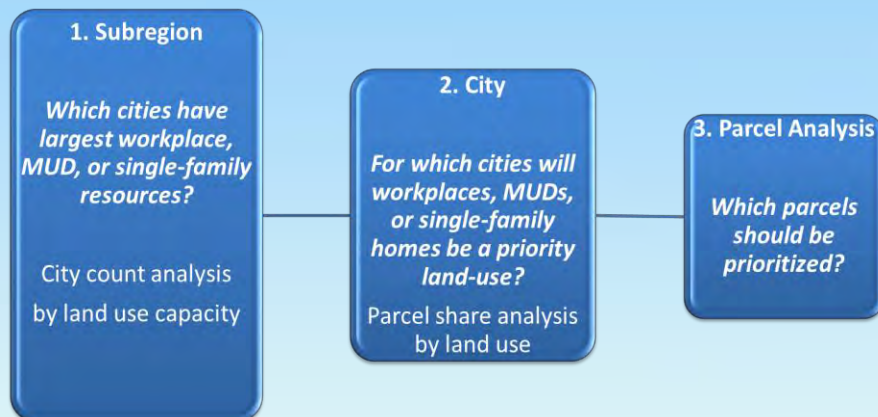
Levels of PEV Planning in Subregional PEV Deployment Plans



Largest workplaces, high PEV density TAZs, weekday mornings, South Bay Cities subregion

Company	Address	City	Employees	High Tech	White Collar
Boeing Satellite Systems	1950 E Imperial Hwy	El Segundo	4,899	Y	Y
Torrance Memorial Medical Center	3330 Lomita Blvd	Torrance	3,018	N	Y
Aero Space Corp	2350 E El Segundo Blvd	El Segundo	2,820	Y*	Y*
Directv Inc	2230 East Imperial Highway	El Segundo	1,823	Y	Y
Mattel Inc	333 Continental Blvd	El Segundo	1,609	N	Y*
American Honda Motor Co	1919 Torrance Blvd	Torrance	1,602	N	Y
Space Exploration Technologies	1 Rocket Road	Hawthorne	1,186	Y*	Y*
BP-Arco	2350 E 223rd St	Carson	1,075		
Robinson Helicopter Co Inc	2901-31 Airport Dr	Torrance	961	Y	Y
Herbalife International of America	950 190th St	Torrance	939	N	Y
Hi-Shear Corporation	2600 Skypark Dr	Torrance	865	N	N
Rhythm & Hues, Inc	2100 E Grand Ave	El Segundo	704		N
L-3 Communications Electron Tech Inc	3100 W Lomita Blvd	Torrance	621	Y	Y
Moog, Inc	20263 S Western Ave	Torrance	445	Y	Y
Leiner Health Products	901 E 233rd St	Carson	381		
Virco Mfg Corp	2027 Harpers Blvd	Torrance	372	N	N
Teledyne Controls	501 Continental Blvd	El Segundo	371	Y*	N
Costco Wholesale	2751 Skypark Dr	Torrance	368	N	N*
Wal-Mart	19503 S Normandie Ave	Torrance	338	N*	N*
R. R. Donnelley & Sons Co	19681 Pacific Gateway Dr	Torrance	337		
Huck Intl Inc. DBA Alcoa Fastening Sys.	900 Watson Center Rd	Carson	331		

Levels of PEV Planning in Subregional PEV Deployment Plans

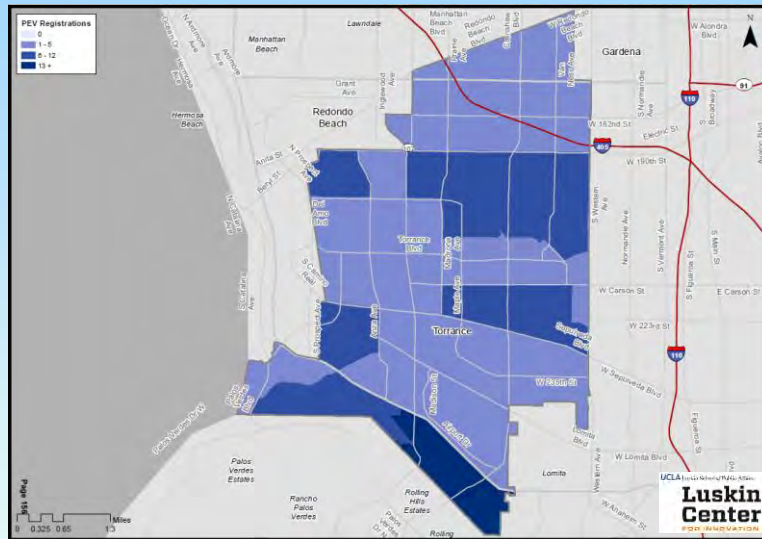


MUNICIPAL PEV PLANNING

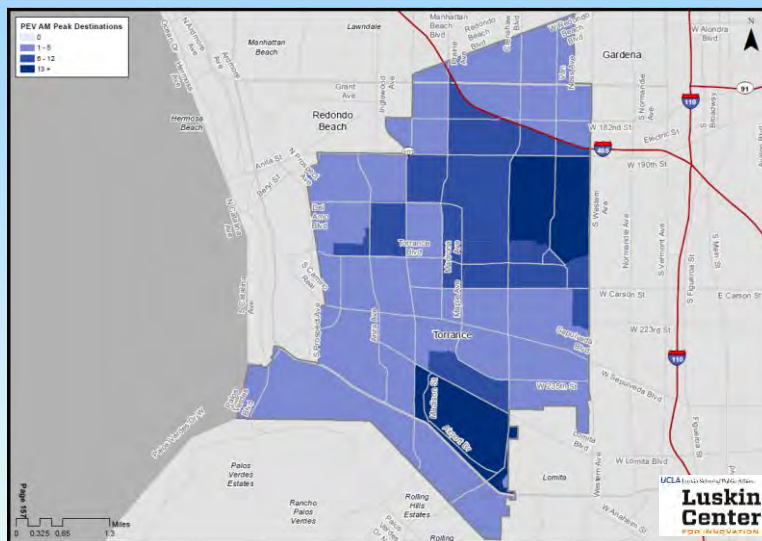
Torrance Example

- Location of PEV Registrations
- PEV morning peak destinations (map)
- Top workplaces by number of employees
- PEV morning peak destinations and top workplaces
- **Top employers (table)**
- Multi-unit residential and PEV registrations
- **Top MUDs (table)**
- Commercial (retail) locations
- PEV mid-day destinations and commercial (retail) locations
- **Top retailers (table)**
- Publicly-accessible charging stations

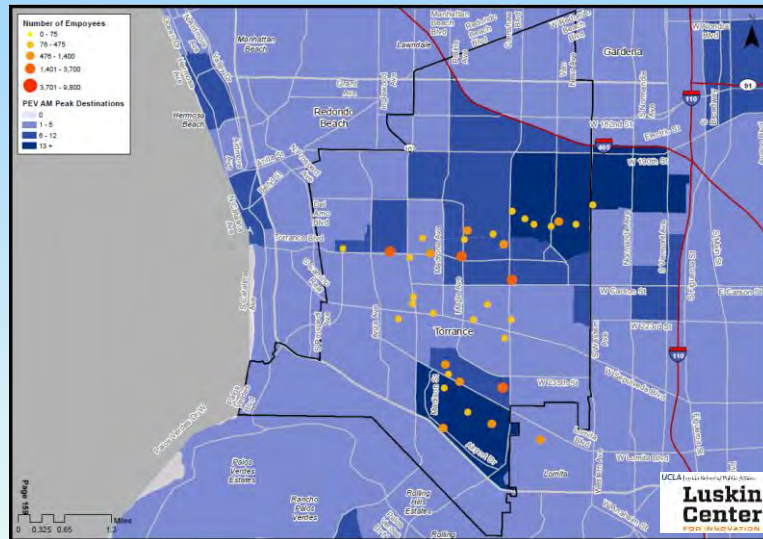
PEV Registrations, Torrance (Polk Registration Data)



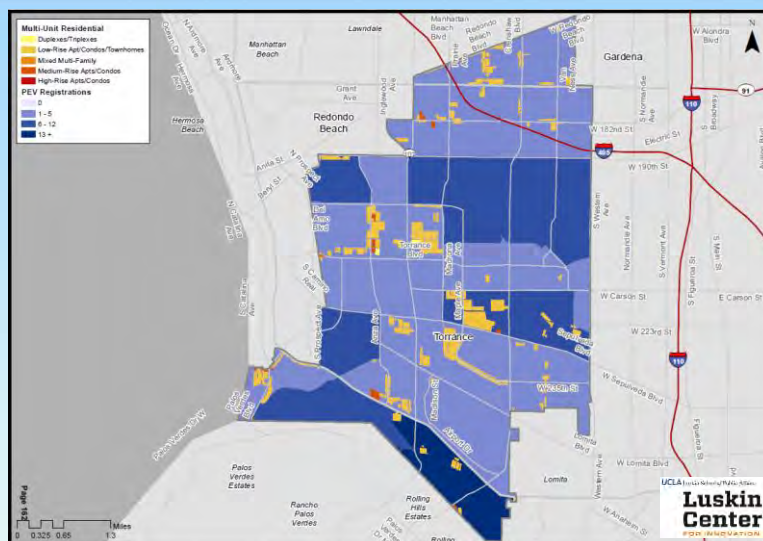
PEV Morning Peak Destinations, Torrance (SCAG Transportation Model)



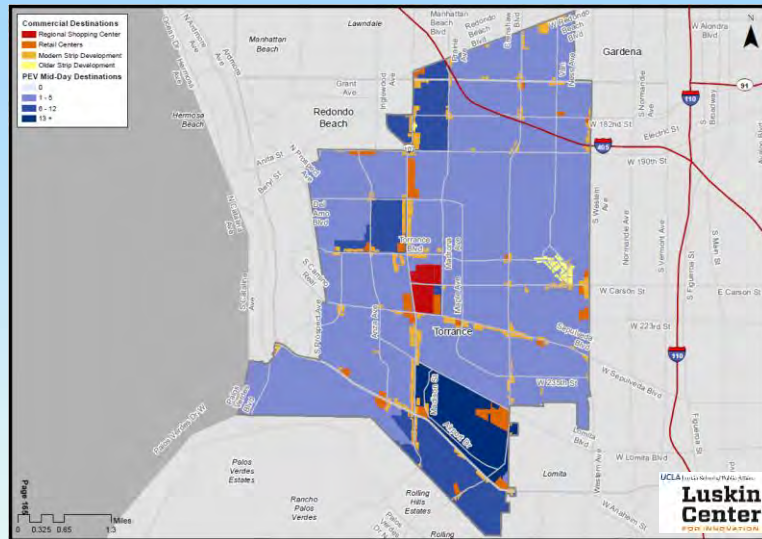
Top Ranked Employers and PEV Morning Peak Destinations, Torrance



Multi-Unit Residential and PEV Registrations, Torrance



Retail Locations and PEV Mid-Day Destinations, Torrance



Next Steps

- Complete Subregional Deployment Plans (November 2013)
- Promote Plans at 2013 Alt Car Expo
- Discuss Subregional PEV Plans at all member COGs
- Continue partnering with SCAQMD
- Continue hosting bi-monthly So Cal PEVCC meetings

Marco Anderson
Sr. Regional Planner
(213) 236-1879
anderson@scag.ca.gov

